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cameras
rated**
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**Online
this week**



**First drive verdict
on the facelifted MG6**

THE MG6 has been a big hit with Auto Express readers, who voted it into an impressive sixth place in Driver Power last year.

Now a facelifted model (above) is here – and we get our first opportunity to drive it. The 1.9-litre diesel engine has been tweaked to improve efficiency, while the car promises more in the way of equipment, too. Is it a better all-round package? Log on to read our verdict.

**For more visit
autoexpress.co.uk**

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without looking
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#SR7

11:19 AM



NEW SR7 RANGE



THE NEW KIA RIO SR7

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A critical Election, but who is on the side of the motorist?



AE I'M sure you've probably noticed, but in just under a month's time, Britain is going to the polls in a General Election that is being hailed by both main parties – in a rare moment of unity – as the most “important in a generation”.

Undeniably, with the economy, immigration and the NHS all requiring urgent attention, it does feel like a pivotal moment for our country. But let's not forget it's also a key time for the car industry and our general transport infrastructure, too.

After a sustained period of buoyant car sales, there is a real need to ensure the momentum continues, whoever is in Government. As Mike Hawes, the Society of Motor Manufacturers and Traders chief executive, told me in January, there is a concern that austerity measures could cause changes in taxation policy that affect sales of cars. “The sector isn't broke, so don't fix it,” is his wish.

There is also the very real concern in some quarters about the amount of money being spent on the HS2 rail link, especially when we have a road network that many believe is not fit for purpose.

Unfortunately, the mainstream media is unlikely to put too much focus on these concerns, a point illustrated perfectly by the fact that transport is listed 15th out of 17 in a drop-down menu of key manifesto issues on the BBC website.

Rest assured, though, that Auto Express will be keeping you fully informed on all the big issues that affect you, the motorist, as the manifestos are published and the debating begins in earnest.

We'll be carrying all the parties' pledges in these pages, and a special election page on our website –

www.autoexpress.co.uk/election-2015 – will be updated as and when a big story breaks, to ensure you're fully informed when the time comes to place your vote on 7 May.



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Essentials

Audi Q7 3.0 TDI

Price:	£50,340 (SE), £53,835 (S line)
Engine:	3.0-litre six-cyl turbodiesel
Power/torque:	268bhp/600Nm
Transmission:	Eight-speed auto, 4WD
0-62mph:	6.5 seconds
Top speed:	145mph
Economy:	47.9mpg
CO₂:	153g/km

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KIT SE cars get seven leather seats, heated electric front seats, hill descent control and MMI Touch system. S line adds LED headlights, part Alcantara trim and four-zone climate control



PRACTICALITY Even with seven seats there's 195 litres of boot space, which increases to 770 with third row down and 1,955 with second row folded. Head and legroom are improved, too



Q7's trump card is its refinement, even in inhospitable conditions, with bumpy surfaces being dispatched with ease



Jack Rix
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AE REASSURING, isn't it, that while most Audi Q7s won't see anything rougher than a speed bump on the school run, it's tested to withstand some of the Earth's harshest environments. From thirty below zero in the Arctic Circle to searing temperatures in the desert, the new Q7 needs to cope with them all.

As if to prove a point, Audi has brought us to the middle of the Namibian desert in southern Africa for a final sign-off drive in the all-new Q7 before it arrives in UK showrooms this summer.

The cars are pre-production models, but the fit and finish are already impeccable, and we're putting them through their paces on 300 miles of gravel roads, winding mountain tracks and sand dunes. If it works here, we're pretty sure it can handle your commute.

"There is a multiplication factor out here," said Dr Ulrich Hackenberg, Audi's head of technical development. "If it doesn't squeak and rattle on surfaces like this, we know it's going to be fine back on normal roads."

First, though, some technical background on the Q7, because this

isn't simply a reskinned and retrimmed version of the original model that launched nine years ago – it's a total rethink from the ground up.

It's the first Volkswagen Group product to use a new modular MLB-evo architecture designed for larger models with longitudinally mounted engines. Eventually it will underpin the forthcoming Bentley Bentayga, replacements for the Porsche Cayenne and VW Touareg, and every new front-engined Audi from the A4 upwards.

The benefits of the MLB platform are stark: the new Q7 weighs up to 325kg less than its predecessor thanks, largely, to a new steel and aluminium body (which is 71kg lighter), redesigned multilink front and rear suspension (67kg) and all-aluminium doors (24kg).

Around 41 per cent of the Q7's body structure is aluminium – not as much as the all-aluminium Range Rover (which shed 500kg compared to its predecessor), but then with prices starting from £50,340, the Q7 is an altogether more affordable car.

Choosing which one to go for couldn't be easier, either. From launch, the only engine is a revamped 268bhp 3.0-litre six-cylinder diesel, connected to an

NEED TO KNOW...
"Audi offers an optional electrically deployable trailer hitch. Order it and you can tow up to 3.6 tonnes if you also specify the adaptive air-suspension."

Q7 wh

FIRST DRIVE We travel





hips up a desert storm

to the wilds of the Namibian desert to help Audi sign off for production its imposing new SUV star



■ SQ7 IS ON THE WAY

AUDI'S engineering boss Ulrich Hackenberg (above) told us that an SQ7 will arrive in 2016, powered by a V8 diesel engine. The obvious candidate is Audi's existing 4.2 TDI, but one engineer hinted it could have a slightly smaller capacity, while Hackenberg said will be the first application for electric turbochargers – designed to eliminate lag entirely. This tech will eventually roll out across the range.

eight-speed torque converter auto and available in SE or S line trim.

Even this more powerful diesel returns nearly 50mpg (a 26 per cent improvement), but a more economical 215bhp 3.0 TDI version will follow later in 2015, as will a diesel-electric plug-in Q7 e-tron producing a juicy 368bhp, but returning a claimed 166mpg and emitting 50g/km of CO₂. Unfortunately, public charging points are a bit scarce around these parts, so we're sticking to the 268bhp 3.0 TDI today.

Driving at 70mph on gravel is a unique experience – the loose stones mean the car's constantly moving around underneath you.

What you need in these conditions is smooth, predictable steering, superb damping and plenty of sound deadening to keep the road roar out. Fortunately, those are three areas

in which the new Q7 excels. Steel springs are fitted as standard, but our test car came with the optional adaptive air-suspension, which does an incredible job of smothering the endlessly bumpy surface.

Dips and peaks that would have less well controlled cars leaving the road, or bottoming out on their suspension, are dispatched with a pillowy softness in the Q7.

It's quiet, too. At 70mph on gravel you can talk to passengers in the back without raising your voice – useful when the kids are playing up – suggesting that the Q7 will at least match the Range Rover for refinement on tarmac roads.

A new four-wheel steering system, also optional, can dial in up to five degrees of opposite turn at the rear at slow speeds to reduce the turning



circle by a full metre. At higher speeds, they turn by two degrees with the front wheels to improve stability, and on loose surfaces that makes a difference.

When we do encounter a few twists and turns, the Q7's new-found nimbleness is immediately apparent. As well as shedding 325kg, the centre of gravity is 50mm lower – demonstrated by the way it stays flat and, dare I say, feels adjustable in corners. OK, sliding around on gravel hardly represents real-world conditions, but the fact that we wanted to turn the traction control off and have a play speaks volumes.

With 600Nm at your disposal the diesel responds instantly, while the eight-speed auto delivers the torque to all four wheels in a seamless linear rush. Given the conditions, grip is fairly unbreakable, too. In normal conditions the centre differential splits the torque 40/60 front/rear, but can send up to 85 per cent to the rear axle as required.

Although not destined for the UK, we tried a 3.0-litre supercharged petrol engine as well as the 3.0-litre TDI, and the difference in sound intrusion and smoothness is marginal. And as for weaknesses? Well, when the Q7 made

SEATING Q7 is very comfortable and spacious, too. With all UK cars destined to get seven seats when the first cars are delivered in August, squeezing in a children's five-a-side football team will be no problem

its debut at January's Detroit Motor Show, we weren't bowled over by the styling, and it's still not wholly convincing.

With all the bodywork now painted, it somehow seems lower to the ground, while the mass of lines around the wheelarches and shoulder line seem overly fussy. Still, there's no denying it has presence, thanks largely to its enormous three-dimensional grille.

Open the door and there's witchcraft going on inside. Despite being shorter, narrower and no taller than the old Q7, there's more rear legroom and more headroom, too. All UK cars will be seven-seaters and thanks to a powered tailgate, plus a second row that folds and tips forward for easy access to the back seats, loading a five-a-side football team of kids, and all their kit, should be a breeze.

With seven on board there's 295 litres of space, or 770 litres with the third row collapsed flush into the boot floor (done electrically with a button in the boot). With the second row folded forward, there's 1,955 litres to play with. We climbed into the back, purely

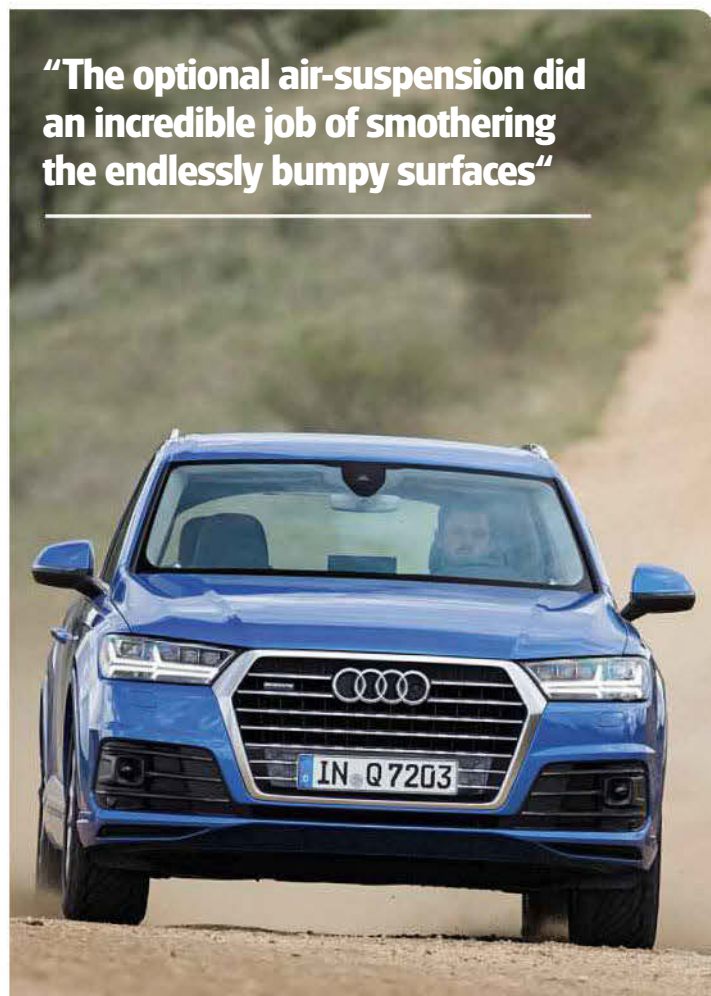
"In twists and turns, a new nimbleness is immediately clear"

NEED TO KNOW...
"Order the Audi Connect in-car 4G Wifi and the company will give you the first three months' subscription free. Prices after that have still to be released."





"The optional air-suspension did an incredible job of smothering the endlessly bumpy surfaces"



CABIN Even on our early pre-production model, the quality of the cabin was simply astounding, with an exemplary fit and finish and plenty of hi-tech equipment



for research purposes, and can confirm that a five foot nine journalist can fit there, with the second row slid forward.

As for interior quality? Well, if this is a pre-production car, then the real thing should be typically magnificent. The 12.3-inch virtual cockpit is an option, but worth having, while the central pop-up screen is controlled via a huge touchpad and a more traditional wheel. Everywhere you look there are chunks of expensive-looking metal, supple leather and soft-touch materials on the dash – and we haven't even got to the tech underneath.

A built-in 4G Wifi connection is available, but subject to a monthly subscription, while traffic jam assist accelerates, brakes and steers the car for you up to 37mph. There's even a predictive efficiency system that reads road sign and nav data and warns you in advance if you need to slow down. Fortunately, none of these works in the Namibian desert, which let us appreciate, without distraction, what an amazingly accomplished car the new Q7 is.



Auto Express Verdict

IN a world of car manufacturers, Audi included, that's scrambling to build the next sub-division of the SUV market, it's refreshing to come across a model that does precisely what an SUV should. The Q7 is big and useful, but refined and fun to drive at the same time. It's not the last word in off-road ability, and nor is it quite as dynamic as a BMW X5. Plus the fussy styling won't be to everyone's taste. However, as a technical tour de force, the Q5 undoubtedly raises the bar.





More touch-sensitive displays feature in rear, and spine runs length of cabin. Cues clearly taken from Cactus, like Airbumps



FUTURISTIC
Rear-hinged back doors give easy access to bold interior, with big touchscreen and chunky steering wheel



Cactus' big brother t



Jonathan Burn
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AE CITROEN shook up the crossover class with the C4 Cactus last year, and the brand is now looking to replicate its success in the SUV market with the all-new Aircross concept. Set to debut at next week's Shanghai Motor Show, the Aircross hints at what we can expect from Citroen's forthcoming Nissan X-Trail and Hyundai Santa Fe rival.

It's not the company's first foray into the family SUV market – that honour goes to the slow-selling C-Crosser – but the car is the first Citroen to feature plug-in hybrid technology.

Beneath the Cactus-inspired exterior, the Aircross is powered by a 218bhp 1.6-litre THP petrol engine, paired to a 95bhp rear-mounted electric motor. This enables 31 miles of all-electric driving. The Aircross also promises a 4.5-second 0-62mph time, plus 166mpg economy and CO₂ emissions of just 39g/km.

The concept is similar in size to the Santa Fe, measuring 4,580mm long,

Citroen reveals bold Aircross SUV stars at Shanghai show

2,100mm wide and 1,800mm tall. However, Citroen design director Alexandre Malval told Auto Express that a production version is likely to lose the show car's 22-inch alloys and slightly inflated stance.

Familiar Citroen design cues such as the two-tier light structure and chevron design can be seen on the front end, while the floating roof bars have been borrowed from the C4 Cactus (tested on Page 64). Citroen has also developed a fresh take on the unique honeycomb-style Airbump design from the Cactus for a more rugged SUV.

The Airbumps can be seen on the lower section of the front bumper and sills, with the aluminium foam structure providing protection from nicks and scrapes. The high waistline puts emphasis on the car's exaggerated proportions, while the wraparound

OFFICIAL

PRESENCE
Massive 22-inch rims and sloping roofline give Aircross lots of kerb appeal





"We want the customer to see that the Cactus has given birth to different types of products"



Q&A

ALEXANDRE MALVAL

Citroën design director

targets X-Trail



Individual rear seats are trimmed in leather; twist gearlever adds a neat touch

cockpit and gradually sloping roofline add a sportier edge.

The rear-hinged doors are unlikely to make it any further than the Shanghai stand, but they give access to a cabin that's centred around passenger comfort – highlighted by the four-seat layout inspired by furniture design.

Each cocooning leather seat comes with built-in speakers, which amplify other passengers' voices to make in-car communication easier, while there are two 12-inch HD touchscreens on the dashboard. These relay driving data, plus allow passengers to watch films, use Internet-based apps or program the

navigation. Content can be virtually 'passed' between the displays using hand gestures, plus the driver can merge the screens into one.

A huge centre console runs through the spine of the cabin, creating more space for those inside as well as more storage compartments. Citroën has added innovative storage cubbies in the dashboard and door panels, too.

Bosses would not be drawn on when the concept would make the transition to production, but have stated that the "Aircross illustrates the brand's international ambitions" and that it's "intended for sale around the world".

PAGE 64: Latest on our C4 Cactus

Q There's clearly an evolution of the C4 Cactus' styling on the Aircross; will that be limited to SUVs?

A "This is the first answer, we believe there is no limit and could use this style for different silhouettes. So, it could be sedan, SUV or MPV. We want the customer to see that the Cactus has given birth to different types of Citroën products."

Q Will this style become Citroën DNA?

A "We are confident with this aesthetic and believe it will keep us separate from Peugeot and DS, as there are now three brands in the group. The idea is that each one will evoke something different for customers."

Q Why did you modify the Airbump from the Cactus?

A "It's another adaptation of Airbump. It emphasises the body, helps to lift the car and make it more SUV. It has a more technological and dynamic feel now."

Q Are you confident the SUV market will keep growing?

A "It's difficult to say, but all of the studies that we do show that it continues to grow wherever you are in the world. But maybe it will change – a new vehicle is capable of changing the fashion."

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WHATCAR?
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Best small car



Boot space of 530 litres with seats up



Stop/Start engine system



Advanced infotainment system

We drive SEAT's stunning

Essentials

SEAT 20V20 Concept

Price:	N/A
Engine:	2.0-litre 4cyl turbo petrol
Power:	261bhp/350Nm
Transmission:	Six-speed automatic, four-wheel drive
0-62mph:	6.5 secs (est)
Top speed:	155mph (est)
Economy:	35mpg (est)
CO₂:	154g/km (est)

ON SALE Late 2018



James Batchelor

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AE UNDOUBTEDLY one of the stars of March's Geneva Motor Show, the SEAT 20V20 Concept previews the top rung in a family of SUVs heading to the UK over the next five years. And just four weeks after it wowed visitors to the SEAT stand, Auto Express got behind the wheel of the high-riding newcomer at the twisty Parmotor Castelloli in Catalonia, Spain.

Free from the glitz and glamour of a motor show, the 20V20 looks even more stunning. There are countless examples of concept cars not making the transition to the road, but the 20V20 is not one of them. The Spanish sunshine helps show off the razor-sharp creases and new SEAT styling cues to a tee.

Senior exterior designer Amin Sadek walked us around the car, animatedly telling us: "This four-door coupé SUV is totally design-driven. We are playing with seductive design but with precise lines. The Leon was tremendously influential for us. It is now a 'formula' – a formula made up of superb design but high functionality, and we have applied it to this car."

The x-shaped front end, where the 'x' meets at the prominent 'S' badge, is expected to appear on all future SEATs. You can add those sleeker headlamps to that list as well, and the tail-lights will appear on SEAT's rival to the Nissan Qashqai, due next year.

On the inside, the 20V20 Concept has just four seats, but each provides plenty of space. More importantly, though, the car is bristling with

"The x-shaped front end, where the 'x' meets at the 'S' badge, is expected on all future SEATs"

- **20V20 concept paves way for production model in 2018**
- **Audi challenger will sit at the top of three-car SUV line-up**



ARTIFICIAL HEART Inspired by Tony Stark's heart in Iron Man, Personal Drive Device controls array of features, not just acting as the stop/start button. It's basically a mobile computer



ENGINE 20V20 concept uses 2.0-litre turbo petrol from Leon Cupra 265. Expect production SUV to use this powerplant, as well as a range of other petrol, diesel and plug-in hybrid options



Technology-laden interior features large screens to display driver information including speed, although we were restricted to low speeds in priceless concept

innovation. Two large screens – one for the driver, the other for the passengers – showcase a variety of information, yet what stands out is the way the screens are controlled.

A small metal disc called the Personal Driver Device – inspired by the electromagnetic heart from the Iron Man movies – slots into the centre console, and it not only acts as the infotainment system's rotary dial, but also as the stop/start button. When it's out of the car and in the driver's pocket, it can locate the car and allows owners to set the sat-nav remotely.

We were limited to low speeds behind the wheel of this priceless hand-made concept, so it's impossible to give a conclusive verdict on how it drives. But the main thing is that it drives at all; the 20V20 Concept previews a car that's set to get the green light from SEAT bosses.

It will form the third 'pillar' in the brand's assault on the SUV market. A Qashqai rival will be revealed next year,

FIRST DRIVE



Matt Richardson



...ing new SUV



BOLD STATEMENT Senior exterior designer Amin Sadek walks our man Batchelor around SUV, saying it aims to be “seductive design”



20V20 only has four seats but each gets plenty of room, while spacious boot adds a dose of practicality to the style

and that's expected to be joined by a Nissan Juke rival. These smaller cars have been christened Princes William and Harry internally. Completing the family will be an Audi Q5-sized offering very similar to the 20V20.

While Skoda will offer a seven-seat SUV, SEAT's positioning as the sporty brand in the VW Group means it will build a five-seat coupé-like SUV with a range



of petrol, diesel and plug-in hybrid powertrains. This could arrive as early as late 2018, joining the range in time to replace the seven-seat Alhambra MPV.

Incidentally, the 20V20 concept uses a 2.0-litre turbo petrol engine from the Leon Cupra 265, plus electronically controlled four-wheel drive and a DSG twin-clutch auto gearbox – hinting at the possibility of a hot model, too.



Verdict

OUR test wasn't meant to reveal how the Geneva concept drove, but was intended to give a taste of SEAT's planned assault on the SUV market. And what an exciting prospect it is, with a car very similar to this on sale in four years.



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1,000bhp all-electric Rapide to lead green revolution at Aston



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AE ASTON Martin could have an all-electric version of its Rapide luxury saloon on sale in two to three years.

A feasibility study is already underway with a UK engineering specialist, with Aston carrying out a full exchange of computer design data, while a mock-up with batteries in place of the V12 engine is also being created. Aston bosses are busy working on the business case for the vehicle, with the US and China thought to be the main markets.

Speaking exclusively to Auto Express at the New York Motor Show, Aston CEO Andy Palmer said: "This project is born out of fun and born out of necessity.

"Electric power gives us the performance we want, although you won't have a V12 noise. You'll have something that works just as well for a luxury vehicle: silence. And you'll have zero emissions."

Palmer revealed to us at March's Geneva show that having electric vehicles will help to offset Aston's average CO₂ output, enabling it to keep its V12s in its sports cars.

And according to Palmer, there won't be a huge difference in weight between a battery-powered Rapide and a V12 model, once the engine and drivetrain are removed. Batteries will be stored under the bonnet and down the spine of the car, while an inverter would sit in the boot and electric motors would power the front and rear wheels, making this an all-wheel-drive Aston.

Palmer says that four-wheel drive is essential given the power the vehicle will provide – possibly as much as

■ **Battery-powered 4WD saloon will let brand retain V12s** ■ **'Eco' model aimed at US and China**

■ **OFFICIAL**



"Electric power gives us the performance we want, although you won't have a V12 noise. You'll have something that works just as well for a luxury vehicle: silence. And you'll have zero emissions."

ANDY PALMER Aston Martin CEO

BIG PLANS Aston boss Andy Palmer has told us how electric power could help brand offset its CO₂ emissions, and enable it to retain thirsty V12s in its range

1,000bhp. And while battery technology is moving on at pace, a range of well over 200 miles could be expected.

A battery-powered Rapide wouldn't be cheap, though – at today's prices it could be around £200,000, although that may drop as battery costs fall. Aston is also rumoured to be working on a long-wheelbase Rapide aimed specifically at

foreign markets. With £6.9million of Government funding recently announced for the brand to be used specifically on export models, aiming a long-wheelbase model at the still booming Chinese and growing US markets is an obvious choice, especially as the development work for the stretched chassis has already been done as part of the Lagonda Taraf project.

1-2-3 for Mercedes at World Car Awards

MERCEDES walked away with three prizes at the World Car Awards 2015 held at the New York Motor Show.

The C-Class was named overall World Car of the Year, while the S-Class Coupé won the World Luxury Car trophy and the AMG GT scooped the World Performance Car of the Year prize.

BMW's i8 was named World Green Car of the Year, while the only non-German winner was the Citroen C4 Cactus, which claimed the World Car Design of the Year award.

The C-Class was voted best car of the past 12 months by a panel of 72

jurors, including Auto Express editor-in-chief Steve Fowler and columnist Mike Rutherford, beating the VW Passat and Ford Mustang to the trophy.

Speaking about the award, Mercedes chairman Dr Dieter Zetsche said: "The C-Class has always been a trend-setter in the premium medium-size category. This is true for the new C-Class as well.

"It comes to the starting line with qualities usually reserved for higher-class cars. It embodies what we understand modern automotive luxury made by Mercedes to be and has all the prerequisites to be a huge success."

■ **OFFICIAL**



C-Class took the top honours in New York by being named World Car of the Year

Classier, roomier Galaxy is go

Big Ford gets more kit, luxury **OFFICIAL**
Clever seats; better to drive



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AE FORD has taken the wraps off its new Galaxy MPV, which is set to arrive in the UK later this year.

The third-generation seven-seater takes on the brand's latest global design language, with a wide grille and slimmed-down headlamps up front. The window line is raised compared to the outgoing car's, but the newcomer retains the large glass area that marks it out from the sportier S-MAX. A retractable panoramic glass roof further boosts light levels.

The adaptable seating system has been improved, too. Ford claims that the new Galaxy offers seven full-size seats, and all five in the second and third rows can now be folded flat at the touch of a button.

There's better access to the third row seats, too, with new outer

Decluttered cabin features higher-quality materials and tech, with 10-inch digital display replacing instrument cluster



"Galaxy takes on Ford's latest global design language, with a wide grille and slimmed-down headlamps"

seats in the second row that tilt and slide forward in a single motion. The brand is also claiming a class first with a system that automatically raises or lowers the third row of seating. Ford's integral link rear suspension, which gives a smoother ride without compromising stiffness, debuts in the new Galaxy. For even comfier progress, buyers will be able to spec optional self-levelling rear suspension. As for the engine line-up, Ford's 2.0-litre TDCi diesels dominate with 118bhp, 148bhp and 178bhp power outputs offered, while 158bhp 1.6

or 237bhp 2.0-litre EcoBoost turbo petrols are also available. All engines meet Euro 6 emissions regulations. The Galaxy also gets regenerative braking, stop/start and an Active Grille Shutter to improve aerodynamics, as well as smart safety technology such as Ford's Adaptive Front Lighting System, a front split-view camera and an active parking system. Inside, the traditional instrument cluster has been ditched in favour of a customisable, 10-inch digital display screen complete with the company's intelligent SYNC 2 voice control system. We expect the new Galaxy to arrive in the UK towards the end of 2015, with prices starting from around £28,000.

Price right

WE revealed the tech secrets behind the new second-generation Ford S-MAX in Issue 1,364, and now the company has revealed the price.

The sportier seven-seater sister model to the Galaxy (above) promises a host of advanced new features to go with its sharper look, upgraded cabin and extra practicality. It will cost from £24,545, and come with either a 158bhp 1.5-litre EcoBoost turbo petrol engine or a 118bhp 2.0-litre Duratorq diesel in base Zetec trim. The top-spec Titanium Sport gets a 178bhp 2.0-litre diesel and all-wheel drive for £32,945.

All trim levels will include Ford's latest SYNC 2 touchscreen infotainment and sat-nav system, plus front and rear parking sensors, keyless go and a DAB



radio, as well as sports seats. Options include Dynamic LED lights, power-folding rear seats and an intelligent speed limiter. Titanium Sport trim gets a full bodykit, including a rear spoiler and sports suspension. The revised S-MAX will go on sale in the summer.

Revised S-MAX gets a sharper look and more standard kit

...As smarter C-MAX starts from £18,145

FORD has completed a busy week for its MPV range by releasing prices for its revised C-MAX and Grand C-MAX. The five-seater will kick off the range, at £18,145 for the 123bhp 1.6-litre petrol version in Zetec trim. Prices for the seven-seat Grand, which comes with the same engines and specs, start from £20,295. Setting the new C-MAX models apart are Ford's latest chrome grille, while a revised dash and centre console aim to give the car more of a premium feel inside.



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Striking Lexus RX shows its face

■ Bold new look for SUV ■ Added luxury and hi-tech kit; still hybrid only in UK

■ **OFFICIAL**



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AE LEXUS' run of bold designs continued with the reveal of the all-new fourth-generation RX at the New York Motor Show. Larger, more luxurious and more efficient than before, it'll take on the BMW X5 and new Mercedes GLE.

Picking up the origami-surfacing theme introduced by the smaller NX, the RX's design isn't for the faint-hearted.

The front end is dominated by a huge chrome spindle grille and L-shaped LED headlights, while arrow-like foglamps point towards the Lexus logo. The profile

is a feast of slashes and geometric shapes, all leading to a blacked-out C-pillar to give the illusion of a floating roof. New 20-inch aluminium wheels fill the squared-off arches, while at the rear wider LED tail-lights wrap around the corners of the car.

Lexus claims the focus for the RX is on comfort and luxury, and that's evident in the opulent interior. A 12.3-inch central screen and a large head-up display dominate the driver's eyeline. Reclining and heated rear seats are options, along with a full-length panoramic sunroof.

The wheelbase is stretched by 50mm over its predecessor, too, freeing up

more legroom. In fact, the new RX is 120mm longer, 10mm wider and 5mm lower than the outgoing car, which should boost the current 446-litre boot.

Two engine options will be available globally, but the UK's only option will be a 3.5-litre V6 petrol engine mated to a hybrid electric motor for around 300bhp. Four-wheel drive is fitted as standard, while a stiffer bodysheet and retuned chassis should aid handling.

Adaptive dampers and a raft of advanced safety tech will also be available. Lexus tells us the RX will hit UK dealers towards the end of 2015, priced at just above £45,000.



Hybrid highlight for revised RAV4 range

TOYOTA has unveiled a mild refresh for its RAV4 SUV range, but the changes will be more than skin deep. The Mazda CX-5 rival gets revised styling inside and out, as well as more advanced tech. However, the big news is the option of a hybrid drivetrain for the first time.

The third-generation RAV4 has only been on sale since 2013, but Toyota already feels the need to keep it fighting fit against newer rivals. That means an updated family face borrowed from the Auris and Avensis, with a sharper new grille and bumper, plus LED headlamps.

At the rear, not much has changed, but LEDs also feature in the tail-lights. Cabin quality has improved with new, soft-touch materials, a colour TFT screen and the latest safety tech, including a



360-degree Panoramic View Monitor that uses cameras to remove blind spots. Toyota's Safety Sense active tech has been updated for the SUV, too.

The RAV4 is also set to become the first model in Toyota's range to get an



RAV4 gets Toyota's updated grille and front bumper, while full-LED headlamps and tail-lights also feature

all-wheel-drive hybrid drivetrain. It will use the same 2.5-litre petrol engine with dual-electric motors as the Lexus NX 300h, which produces 195bhp, achieves 54.3mpg economy and emits 121g/km of CO₂. The Toyota

is also likely to get the same CVT automatic transmission as the Lexus.

The 4WD RAV4 Hybrid will make its debut in Britain in early 2016, with the rest of the facelifted range arriving in UK dealers in December.



Huge chrome spindle grille and L-shaped LEDs dominate the front end



RX features slashed design and angular shape similar to NX



As XF names its price



New Jaguar XF kicks off at £32,300 and claims 71.7mpg

CLOSER to showrooms than the F-Pace SUV is Jaguar's second-generation XF saloon. It's on sale now with deliveries expected in the autumn, and the range starts at £32,300 for the 161bhp 2.0-litre Ingenium diesel in Prestige spec.

Jaguar claims that the XF is capable of class-leading economy of 71.7mpg

and CO₂ emissions of 104g/km. The eight-speed auto box adds £1,750, while other trim options include racier R-Sport and luxurious Portfolio.

Flagship S models cost £49,950 and are available with either a 375bhp supercharged 3.0-litre petrol V6 or a 295bhp 3.0-litre twin-turbo diesel.

news in brief



Sporty coupé is Subaru show star

SUBARU showed off its STI Performance Concept at the New York show. Based on the BRZ, the car (above) has bulbous bodywork and has a large racy rear wing.

The coupé's 2.0-litre petrol engine has been upgraded to 300bhp – but there are no plans to put it into production. Subaru says the focus of the concept is on expanding and strengthening three core business areas of its performance arm: aftermarkets, STI-tuned cars and motorsport.

New Viva comes in at below £8k mark

VAUXHALL has revealed prices for its new Viva city car, and it starts at £7,995 in SE trim. This entry-level model gets cruise control, lane departure warning, electric front windows, daytime running lights and heated door mirrors.

The other trim available from launch is the SL, which costs from £9,495 and adds climate control, USB connectivity, Bluetooth and 15-inch alloy wheels. The maker has yet to release prices for the 99g/km ecoFLEX model, which promises 65.7mpg fuel economy.

Plaid Cymru spells out Severn toll plan

PLAID Cymru was the first major party to unveil its manifesto for the General Election on 7 May – and its transport policies include bringing the Severn Bridges into Welsh public ownership to cut tolls and reinvest the money in Welsh transport infrastructure.

The party is also promising a fuel duty regulator to stop sudden price spikes, plus a fuel discount for rural communities in Wales.

In addition, it's made a pledge for additional charging points for plug-in cars in the country.



■ JAG SUV SET FOR SHOW

JAGUAR has announced that its F-Pace SUV will make its debut at September's Frankfurt Motor Show. The brand's first-ever SUV – revealed in our exclusive image (above) – is set to go on sale early next year, with prices kicking off from around £35,000, and rising to £50,000 for top-end models.

Aiming squarely at the BMW X4 and Porsche Macan, the F-Pace will share a similar range of four and six-cylinder petrol and diesel engines as the new XF (right).

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DVLA's electronic licence could put privacy at risk

■ Fears over new system that ditches counterpart ■ Will be introduced in June



DATA RISK? New system ditches counterpart and allows drivers to give third parties access to licence details when hiring cars, for example. But there's concern about tampering

protection, law
digital, search
privacy, compliance
regulations, metadata
+ anonymous, risk
data privacy

AE Jack Carfrae

THE DVLA's electronic licence checking service could leave motorists' personal data at risk when it replaces the paper counterpart in June.

The organisation's Share Driving Licence service – which will allow drivers to grant third parties such as employers or rental companies permission to check their eligibility to drive – is still under development. But it's said to allow greater access to personal information than the current system.

And some organisations are concerned that the move will leave data exposed to tampering. Paul Watters, head of roads policy at the AA, told Auto Express: "The areas of concern are the protection of your personal data with those to whom you might grant

access. People using that permitted access need to ensure they're doing it in a confidential way and not on a screen in full view of everyone. Smaller firms might think they can log in as the person themselves, which isn't right."

Richard Brown, managing director of independent specialist Licence Check, warned of the dangers of manipulation of drivers' data, saying: "Information shared on the document [supplied by the DVLA] is not guaranteed at all.

"A document can be edited, so even though it might come from the DVLA, there's no guarantee it's right

because it's left in their hands." The move has also been tipped to cause havoc for the likes of rental companies and dealers, threatening to snarl up the process of booking vehicles.

Brown added: "For organisations that need 'at the point of request' checks – such as rental companies, dealerships sending people out in demonstrators, courtesy cars for bodyshops and car clubs – [the absence of the counterpart] adds a huge burden to the process. It's just not fit for purpose in real terms."

The DVLA declined to comment about the possible concerns.

"There's concern the DVLA's new Share Driving Licence service will leave drivers' data exposed to tampering"

news in brief



Lid lifted on fresh-faced Outlander

MITSUBISHI revealed the 2016 facelift of its Outlander range at the New York Motor Show. It features a new family face called 'Dynamic Shield', with a chrome intake surround and LED tail-lights.

Under the skin, the bodysheet is claimed to be stiffer, plus there are suspension and steering tweaks and the CVT gearbox is new. The Outlander will go on sale in the UK in the summer.

Toyota Avensis prices revealed

TOYOTA has announced pricing details for its revamped Avensis range. On sale now with deliveries in June, the family car will cost from £17,765 for the 145bhp 1.8-litre petrol model in base Active trim.

The estate will start at £18,850, while 1.6 and 2.0-litre D-4D diesel engines will also be available. All cars get LED running lights, cruise control, Bluetooth, air-con and Toyota's Pre Crash safety tech.

Bold glimpse of future Kia Cee'd



KIA has unveiled its striking new Novo concept at the Seoul Motor Show this week. The sleek coupé-saloon, styled at the brand's Namyang design centre in South Korea, is set to influence future small family models as soon as 2020.

Although it primarily previews the next Forte – a small four-door sold only in the US market – a Kia spokesman

confirmed the Novo could well shape future generations of the Cee'd hatch after next year's Mk3 model. The design language could shape cars like the Soul and Sportage in the next decade, too.

Inside, there's a minimalist look, and tech such as holographic instruments and a wheel-mounted touchpad control could also grace production models.

OFFICIAL

Sleek four-door coupé is bold new direction for Kia design in next decade



...And wraps come off new Optima, too

OVER at the New York Motor Show, Kia also lifted the lid on the production version of its next Optima.

The Ford Mondeo-rivalling family saloon will go on sale here in 2016 with sharper looks, an upgraded interior and a 1.7 CRDi diesel as the sole engine option. A hybrid powertrain is set to follow later.

The new Optima is stiffer than before, yet also longer, giving extra room inside, while an estate version – previewed by the Sportospace concept at March's Geneva show – is also expected to appear.

McLaren 570S GT on the horizon

Coupé set to be joined by GT, Spider in Sports Series family



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AE McLaren has only just revealed the first model in its new Sports Series line-up, the 570S, yet plans are already well underway to grow the range to three distinct bodystyles.

This time next year, a 570S GT will arrive with a fastback-style rear end in place of the exposed engine cover and concave rear screen of the 570S Coupé. The more flowing rear can clearly be seen on the disguised car in our spy shot (below, right), and this could even add a degree of practicality if McLaren sees fit to allow extra luggage to be stowed above the mid-mounted rear engine.

It's expected that the GT model will only be available with the larger 562bhp version of the twin-turbo 3.8-litre V8 engine, as there will eventually be a long-tail LT version of the 570S Coupé.

Once the Coupé and GT models are established in the market, the 570S Spider will appear – at some point in 2017 – with a similar folding hard-top to its bigger brother, the 650S Spider.

Before any of the new bodystyles arrive, a cheaper, less powerful Sports Series model will be unveiled at the Shanghai Motor Show later this month, in the shape of the 540C. This will get

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New 570S set to be joined by GT (below) as Sports Series family grows

a 533bhp version of McLaren's V8 engine and do without the carbon-ceramic brakes and leather interior of the more expensive car. It's set to cost from £126,000.

The 540C will be cheaper than the 570S Coupé – McLaren announced at the New York Motor Show that the 570S Coupé will be priced from £143,250 and will go on sale later this year.



Curvy new SUV stars on Hyundai's Seoul show stand

HYUNDAI has revealed a new crossover at the Seoul Motor Show. Slightly shorter but noticeably lower than the new Tucson, the Enduro Crossover Utility Vehicle showcases the brand's new design direction. In profile, there's a hint of the Veloster coupé about it, but with added plastic cladding, while the front features a new-look grille. Hyundai has yet to decide whether to build it, which is also the case with the RM15 – a two-seater mid-engined sports car that was also on show in Seoul.

Mercedes teases X4-rivalling GLC Coupé

MERCEDES is aiming straight for BMW's X3 with its new GLC mid-size SUV – and it appears there's now a plan for a four-door coupé version to battle the X4, too.

This official Mercedes design sketch teases a swoopy new model that sits beneath the new GLE Coupé. It'll share similar design cues such as the rakish profile, sloping roofline and rugged stance, but in a shrunken form.

Based on the same modular platform as the GLC (which debuted in the C-Class), the GLC Coupé will likely get a four-seat layout and sporty cockpit, but a similar dash layout and floating infotainment screen as the GLC.

There will also be the familiar range of four and six-cylinder

petrol and diesel engines, and the Coupé should benefit from the sporty 362bhp 3.0-litre V6 from the C450 AMG-Sport, too.

With BMW planning an X4 M, we'd be surprised if Mercedes doesn't go the whole hog and introduce a hot AMG version of the GLC Coupé, as well as a plug-in hybrid diesel option.

The standard GLC range will debut in the UK in the summer, and if the GLC Coupé gets the go-ahead it's likely to appear late next year.

TEASER

GLC Coupé features GLE's styling cues in shrunken form





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Honda coupé points to r

■ **Sporty New York show star hints at look of Mk5 family car**



Lawrence Allan
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AE HONDA surprised the New York Motor Show by unveiling a sharp new concept that showcases the design direction of the next Civic. The new Ford Focus rival is set to appear by 2018, and will be exported to the US from Honda's Swindon plant.

The rakish coupé concept is a preview for a US-only bodystyle that's unlikely to be offered in Britain, but the overall look is expected to transfer onto the fifth-generation Civic, which is due by 2018.

The bold colour helps the show car stand out, combined with the aggressive front-end design and sculpted air intakes that should become Honda's new family face. That, and the shapely rear end, with a one-bar tail-light design and neat rear spoiler, cut a dash among the new metal at the New York show.

Honda also claims that, in production form, the new Civic will feature "more focus on sporty, fun-to-drive dynamics", which should pitch it squarely against cars such as the Focus and SEAT Leon.

North American models will get an all-new direct-injection 1.5-litre turbocharged VTEC petrol engine, which is more than likely to make its way to the European hatch, alongside an upgraded range of diesel engines and a 2.0-litre turbo petrol in the scorching Type R.

The US-only Civic coupé and saloon will continue to be produced at Honda's factory in Indiana, but North America

STYLING Honda's coupé concept features bold touches, including a one-bar tail-light and sleek rear spoiler that really stood out among the new cars on display in New York

will receive the Swindon-built five-door hatchback for the first time. It has been made possible thanks to Honda's £200million investment in its Wiltshire manufacturing plant.

Production of the next-generation Civic hatchback will now be centralised at Swindon and the car will be exported to key global markets. The cash injection will bring Honda's total investment in the Swindon plant to more than £2.2billion since 1985.

News of Honda pumping money into its UK plant to make it the home of the Civic has come at the loss of CR-V production, however. Honda's Ontario factory in Canada will now build the next-generation CR-V, with Europe importing the mid-size SUV.

"Aggressive front-end design and sculpted air intakes should become Honda's family face"



■ **OFFICIAL**



Four VWs spark Beetle mania in New York

VOLKSWAGEN pulled the wraps off not one, but four Beetle concept cars at the New York Motor Show. They include a racy new R-Line edition, which uses the same 217bhp 2.0-litre four-cylinder petrol engine as the Golf GTI.

The sporty R-Line gets 20-inch rims, 'Oryx White Pearl Effect' paint, chunky bumpers, a bigger rear spoiler and a rear diffuser, as well as vibrant graphics. On the inside, the racy feel continues with sports bucket seats and leather-carbon look upholstery.

The three other concepts are a little more fashion-orientated – the Beetle Cabriolet Denim, finished in 'Stonewashed Blue Metallic' paint,

gets a dark-blue fabric soft-top and denim trim on the seats. It harks back to the 'Jean Bug' of the mid-seventies.

Meanwhile, the Cabriolet Wave is inspired by the US surfing culture and features bright orange paint, sixties-inspired interior fabric patterns and wood dash trim.

The final concept is the in-your-face Beetle Pink Edition which, as the name suggests, is bright pink on both the outside and in, with pink detailing in the interior fabric. There's no word on whether these will reach the UK as special editions, but it's likely.

P42: Beetle Hybrid hits Manhattan



Big bumpers and 20-inch alloys give the R-Line concept a more aggressive look

Next UK-built Civic



NEED TO KNOW
"Coupe seen here is unlikely to reach our shores, but design is inspiration for next hatchback"



Concept previews US-only body, but newcomer will be made in Swindon

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WE'VE got a twin test between the new Volkswagen Polo GTI and a MINI Cooper S this week at autoexpress.co.uk/videos. Also, our report reveals what a Range Rover Sport is like to live with.

New VW Polo GTI vs MINI Cooper S



VOLKSWAGEN has fitted its latest supermini hot hatch, the Polo GTI, with a new 189bhp 1.8-litre turbo petrol engine and the option of switchable sports suspension. Our road test team puts the car through its paces on Page 46, and our video reveals how it compares against the posh pocket rocket benchmark: the MINI Cooper S.

Living with a... Range Rover Sport



EDITOR-in-chief Steve Fowler has been in charge of the Range Rover Sport on our fleet since December. And in this video, he reveals the highs and lows of running this luxury SUV, as well as how close he's getting to the official economy figures.

Golf heads SUV boom

WHILE there was a Beetle blitz in New York, Volkswagen has confirmed an SUV product onslaught in the coming years, including a Golf SUV and two large coupé SUVs.

Speaking to Auto Express, board member Dr Heinz-Jakob Neusser said VW's priority is enlarging its range with a new Tiguan, a Golf SUV (like the T-ROC concept) and larger SUVs. Once each base is covered – likely by 2020 – the brand will execute plans for coupé models.

Meanwhile, Neusser also admitted the manufacturer is ploughing ahead with investigations into producing a low-cost budget platform that will spawn both saloon and SUV models especially for the Chinese market.

Golf SUV could be similar to VW's T-ROC concept



ELECTRIC CAMPER PLAN

VW has also revealed it's looking at electrification and battery power for a new Camper – in an attempt to keep the iconic flat front end and short overhangs of the original, as seen on the 2011 Bulli concept (above).

VW board member Dr Heinz-Jakob Neusser said: "When we put such a vehicle on the base of the modular transverse kit (MQB), we can use it as a battery electric vehicle – as the e-motor is much smaller than a combustion engine. You can put the batteries under the floor."

You can watch any of our videos on your phone. Simply scan this QR code.





Reader was worried when S60 kept cutting out above 3,000rpm

Mystery as black box makes Volvo cut out

■ **CASE STUDY** Reader alarmed as telematics device causes major problems on her S60

AE Julie Sinclair

WHAT happens if your black box technology backfires on you? Young drivers facing high insurance premiums rely on insurers' tracking devices to prove their skills are better than expected in a bid to cut cover costs.

But disgruntled reader Laura Simons from Portsmouth argued the black box fitted to her Volvo S60 was doing more harm than good.

She took out Churchill's DrivePlus policy in the hope of cashing in on reduced premiums of up to 25 per cent. But shortly after fitting the telematics device, which plugs into the car's computer, her S60 began playing up.

Laura moaned: "The car kept cutting out every time I hit 3,000rpm. It happened twice on the motorway, which was really unnerving."

When Laura called Churchill to complain, she claims it initially denied this could happen. "It wanted to put my insurance cost up as I'd taken the box

out. But it finally admitted its data showed there was a problem."

Churchill suggested she remove the device for three days, and if the problem disappeared, it would send a new one. Laura decided to take the car to her local workshop, Staple Garage in Portsmouth.

After an extensive test drive, its mechanic, Martin Grist, told Auto Express: "At 3,000rpm, the car would just cut out completely, with no assisted brakes or steering. That happened six or seven times. But when I removed the box and drove the same route, the problem disappeared."

The manufacturer of the black box, Trakm8, has now agreed to look into this further. A spokeswoman for the company told us: "We are working closely with Churchill to thoroughly investigate this isolated incident."

In the meantime, if you have a black box fitted, and believe it's playing havoc with your car, then our Watchdog team would like to hear from you.

■ **ADVICE** What should you do if it happens to you?

If you're concerned about the impact a black box is having on your car's electrics, then a test drive at your local garage with and without the system fitted should shed some light on the problem. But to resolve the matter properly, you need to ask your insurer to test it. Removing it without permission can invalidate your policy.

£44m windfall from foreign lorry drivers

FOREIGN truckers have paid more than £44million to use UK roads since the HGV tax was introduced in April 2014.

The tax incorporates a time-based charge that ensures all HGVs over 12 tonnes contribute to the use of UK roads – and the levy has been paid 1.8 million times by lorry drivers from 90 countries.

The top payers were from Poland, accounting for 26 per cent of all levies. Romania (12 per cent) and Spain (8 per cent) were second and third respectively.

Around 2,500 fixed penalty notices for failing to pay have been issued and fines of more than £750,000 collected.

Transport minister Robert Goodwill said: "UK-registered vehicles pay their way in Europe and it's only fair foreign HGVs are not exempt in this country."



Joe Finnerty

Need to cut premiums shouldn't compromise personal privacy

AE THE telematics market continues to grow, with more and more drivers opting for policies that record their driving and offer discounts.

As with any tech, though, it does go wrong. As boxes become more common and get older, too, issues will continue to arise.

That's highlighted by the number of E-mails we receive about malfunctioning boxes, with owners concerned their driving is being misrepresented – just like our main case.

Credit where it's due, though, as so far insurance companies have mostly acted swiftly to inspect the box before offering a replacement or a solution.

So it's hard to argue the tech hasn't been good news for young drivers and road safety. But what's all the data being used for – and where's it going?

Sure, it's closely guarded by data protection laws, but in future do the rules around mass collection of data need tightening up? A survey out this week suggests so. It found one in four drivers don't trust insurers with their records and are concerned about it becoming public.

And with a quarter of policies predicted to be telematics-based by 2020, could we get to a point where drivers are living in an Orwellian Big Brother state where every journey is tracked, recorded and judged? I hope not.

Safety and cheaper premiums are required, but so too is personal privacy. It's up to lawmakers to find a balance.

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@AE_Consumer

"Do the rules on mass collection of data need to be tightened in future?"

UK regions shamed on road casualties

■ Official figures show eastern England trails other areas



AE Joe Finnerty
AREAS in Lincolnshire are the worst for road casualties in Great Britain, according to a national report. Grimsby was the worst parliamentary constituency, with a road casualty rate 52 per cent above the national average.

The Parliamentary Advisory Council for Transport Safety (PACTS) and Direct Line published their constituency breakdown findings after analysing Government data between 2008 and 2013.

Other high-rate areas include Peterborough, Cambs, and parts of north Lancashire, Staffs and Cheshire. Surrey, Sussex and Kent had higher-than-average rates, too.

The lowest casualty rates were in Scotland and Wales, as well as the south Midlands, Manchester and the north east.

Several London boroughs have seen below average progress, while Liverpool Walton is the most improved area over the past six years.

"Between 2010 and 2030, 350,000 people will be killed or seriously injured in Great Britain at a cost to society of £110bn," said David Davies, PACTS executive director. "Casualties can and should be reduced further and faster."

New report revealed areas across the UK where road crashes are most prevalent



DRIVING DOCTOR Paul Ripley
www.drd.uk.com @drpaulripley

■ **MANY young motorists worry about driving on country roads, especially after dark. Rural night driving can be difficult and at times dangerous, as you only have your headlights to help you plan ahead.**

Too many drive too quickly at night and don't follow the golden rule of being able to stop well within the distance you can see to be clear ahead. To stay safe at night, you need to drive within the visual limitations presented to you.

TOP TIP: The less you can see, the more slowly you need to drive.

■ CALL FOR DIESEL PRICE PARITY

THE RAC is calling on retailers to restore price parity at fuel stations by slashing diesel prices. The gap between wholesale diesel and petrol is just 1p, but average prices are currently 6p a litre apart.

In February, the fifth highest monthly total diesel sales were recorded since 1990; but petrol sales were among the lowest. RAC spokesman Simon Williams said: "With sales of diesel at an all-time high, retailers have maintained a higher margin, perhaps to subsidise petrol sales."

■ Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal

AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct:
0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history

HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers

Motor Codes:
0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade
Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

Financial problems

Financial Ombudsman:
0800 023 4567

Safety concerns/recalls

Vehicle and Operator
Services Agency (VOSA):
0117 954 3300



Inbox What do you think?

Contact **Chris Ebbs**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing,
30 Cleveland Street, London W1T 4JD



Proposals to turn a host of A-roads into expressways have split opinions

HOT TOPIC Plan for mini motorways

FROM: Peter Ward THE announcement that A-roads are going to be turned into expressways sounds like a way of introducing motorways on the cheap. One of the big positives the idea promises to deliver is getting accidents cleared more quickly. Unfortunately, this rings hollow when you see an existing motorway is still closed all day after a minor shunt. And of course, you can guarantee that the 'high technology' on these roads will include 'managed motorways' with things like lower speed limits enforced by speed cameras. Does the Government really think we were born yesterday?

Join the debate at www.autoexpress.co.uk

■ "Personally, I want to see any money spent on fixing the awful state of the roads here."
marcusandronicus

■ "The planned areas for these motorways show that the north/south divide is more apparent than ever."
Luke Evans

■ "Stop giving money to the Highways Agency and fix what we already have. It'll cost £10.5 billion to fix our potholes."
Alexis

Key fob on my new Passat is far too big

FROM: Tim Raymond MY new Volkswagen Passat is amazing, but the key fob is simply huge with giant buttons. In the short time I've owned the car, I've twice inadvertently opened the boot when putting my keys in my pocket. Why don't they make the fob smaller? The buttons could easily be a quarter of the size they are presently.

Mercedes has got it wrong with GLC name

FROM: David Gredley MERCEDES is planning to call its new SUV the GLC. To me, GLC stands for the 'Greater London Council', abolished by Margaret Thatcher and remembered with derision by my generation. Your feature on car names (Issue 1,360) showed how they are picked not to cause offence. That diligence hasn't worked here!

Why haven't Euro models got cheaper?

FROM: Jim Rooney GIVEN the plaudits the German car industry receives, I have one question. A pound buys 1.38 Euros and last year it bought 1.2. Despite this, there's been no decrease in prices by the Germans or other EU makers. Are UK buyers being stung by around £3,000? We should be paying less for our cars.

Time to get tough on mobile phone users

FROM: John Tellick IT'S hardly a surprise that drivers are flouting the mobile phone ban (Issue 1,360). As with faulty lights, motorists know they can get away with it. Texting while driving is suicidal and dangerous for all road users. While these laws aren't even modestly enforced, some drivers will ignore them.





VOLVO XC90

LAUNCHED: 2015

Second-generation XC90 scores on safety and practicality, plus luxury touches include new keyless entry and start fob that can be finished in same colour as rest of interior



Traditional key facing an uncertain future as tech takes over

"FOR ANYONE CHOOSING INSCRIPTION VERSION OF VOLVO'S NEW XC90, THE KEY COMES IN THE SAME COLOUR AS THE INTERIOR"

GOLDEN LOCKS

ENTERING YOUR CAR IS GETTING EVER MORE HI-TECH. WE LOOK AT THE DRAMATIC EVOLUTION OF THE ONCE HUMBLE CAR KEY



Chris Ebbs

Chris_Ebbs@dennis.co.uk

AE THE humble car key has changed a lot over the years, from its uncomplicated origins through more technical developments – including some failed attempts to reinvent it – right up to the point where it may no longer be needed. It's fair to say advances in car keys have been greater than you might imagine.

Manufacturers are always keen to talk up their products and celebrate how good they are, but the car's normally the focus, not the key. That's changed with the new Volvo XC90, however, with the maker as eager to highlight the quality of the key as the SUV.

"For anyone who chooses the Inscription trim model, the key comes in the same colour as the interior chosen for the car," a spokesman told us. "You can change this cover to match the trim of the car. The R-Design gets a unique key fob cover, too."

That's not all, though. "We've even gone so far into the detail of the key that when the cover is removed,

"THE EIGHTIES RENAULT PRINT AD READ: 'DASHING TO YOUR NEW FUEGO ON A RAINY DAY, YOU PRESS A BUTTON ON THE TINY GADGET ATTACHED TO YOUR KEYRING. INSTANTLY, THERE'S A REASSURING CLICK AS BOTH DOORS UNLOCK'"



RENAULT FUEGO

LAUNCHED: 1983

You'd expect tech like remote central locking to have appeared first on an S-Class, but in Europe it debuted on Renault's Fuego coupé, sold here between 1983 and 1986



"MYKEY ALLOWS FIESTA OWNERS TO SET SENSIBLE RESTRICTIONS FOR YOUNG DRIVERS, AND DELIVERS PEACE OF MIND FOR PARENTS"



FORD MYKEY

LAUNCHED: 2012

Hi-tech MyKey system lets parents set parameters for car's top speed, plus stereo volume, all from the key, to rein in teenage children who borrow car

the inside is still designed and detailed," said the spokesman. "Although it's not often seen, it's still designed and manufactured to the highest quality and not the normal quality you get on the underside."

This is some way from the origins of the small metal device first used to merely start an engine. The 1916 Cadillac Type 53 was the first car to be started using a key (with a combination of key and starter button). Not only was this the beginning of the modern car, but it was a safety milestone, too, as there was no longer any need to use the dangerous hand crank.

While this was happening in the US, the first car in the UK to get a starter key was the Austin 7. Its use was simply to unlock the door and start the ignition, and it wasn't until 1982 that we got the first remote central locking system. This wasn't on a hi-tech Mercedes or Volvo, but the Renault Fuego – a saloon-cum-coupé.

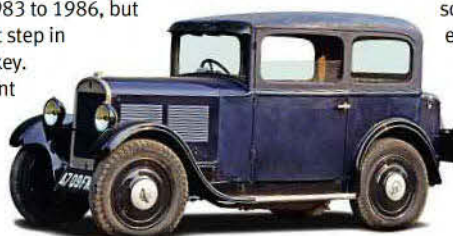
The breakthrough was so significant, the brand led much of its print adverts for the car on the

development. "Dashing to your new Fuego on a rainy day, you press a button on the tiny gadget attached to your keyring. Instantly, there's a reassuring click as both doors unlock," it read, "allowing you and your passenger to dive straight in without fumbling with keys. 'Le Plip', as Renault calls it, is just one of the many civilised touches on the new Fuego."

It may not have been on sale for long in Europe, with central locking models only available from 1983 to 1986, but it marked a significant step in the history of the car key.

The next big moment would come more than 10 years later, when the first car with keyless entry

"FIRST CAR IN THE UK TO GET A STARTER KEY WAS THE AUSTIN 7. IT WAS SIMPLY TO UNLOCK THE DOOR AND START THE IGNITION"



and start was introduced: the 1998 Mercedes S-Class. The "Keyless Go" system was the first to allow the driver to open the door and start the car without even using the key. It set the benchmark for car key tech and nearly all manufacturers have followed suit.

Some have gone even further. Ford first introduced its MyKey function in the UK in the 2012 Fiesta. Not only does it carry out the usual basic functions, it also gives parents some control over their children's driving, even when they aren't with them.

The key can be set to limit the car's top speed, reduce the maximum stereo volume and ensure the driver can't turn off the driver assist features and safety kit such as stability control. "All

Inside story

The future of the car key

Driver scans their NFC phone on chip, and doors unlock; then they do same inside to start car

"WITH THIS TECHNOLOGY, HYUNDAI IS ABLE TO HARNESS THE ALL-IN-ONE FUNCTIONALITY OF EXISTING SMARTPHONE TECH AND INTEGRATE IT INTO EVERYDAY DRIVING IN A SEAMLESS FASHION"

HYUNDAI SPOKESMAN



HYUNDAI'S CONNECTIVITY CONCEPT

LAUNCHED: TBC

Hyundai has recently shown i30 concept fitted with NFC tech, and it unlocks when driver scans phone on chip embedded in car. Continental is working on similar set-up (left), too

parents know that teenagers are experts at finding ways of getting into trouble," said Ford's European MyKey system architect, Peter Patzelt. "MyKey allows Fiesta owners to set sensible restrictions for young drivers, and delivers peace of mind for parents."

Volvo has followed the lead with the introduction of the Red Key on the Mk2 XC90, offering similar functions, but the company also claims it could be used when you leave your car with valet parking.

Of course, while nearly all manufacturers have taken on and adapted the use of keyless entry and start systems since then, the question of security has never been far behind.

In 2012, an increasing number of BMWs were stolen despite thieves not having a key. It turned out criminals were using a device to clone a new key once in the car using a kit readily available online. BMW eventually offered a software upgrade to prevent this.

But in 2014, the problem reared its head again, with criminals this time cloning keys on Range Rovers. This prompted the Society of Motor Manufacturers and Traders to call for tighter regulations around such equipment. "We need better safeguards within the regulatory framework to make sure this equipment does not fall into unlawful hands," said a spokesman.

The issue of security is leading tech companies and car makers to look at new alternatives to the car key – and as you'd expect, it involves smartphones. Central to this is near field communication (NFC) technology – a short-range, low-power wireless link that can transfer small amounts of data between two devices. Tyre giant Continental has already shown

how this can be done, and Hyundai debuted an i30 concept fitted with the tech in 2012. An NFC chip is embedded in the window, and when the driver scans this with their phone, the car unlocks.

Once aboard, they can place their phone in the centre console and start the engine. The set-up also holds the driver's personal preferences for the likes of music settings and phone contacts.

"The Connectivity Concept showcases Hyundai's philosophy of making tomorrow's technology accessible," explained a company spokesman. "With this, we are able to harness the all-in-one functionality of existing smartphone technology and integrate it seamlessly into everyday driving."

The tech also allows multiple users to be synced to the car – so rather than every driver requiring a set of keys, they simply need the correct data on their phone. And this is just the start. "As the technology develops, it will be able to store drivers' seating positions and exterior mirror settings, providing a comfortable and individual driving environment," the spokesman added.

So, nearly 100 years after the car key debuted, it could soon be defunct as the technology moves apace. Some drivers might miss the simple pleasure of getting in a car and turning the key to start the engine, but it's clearly an exciting time for the industry.

"NEW SOLUTIONS TO REPLACE KEY INVOLVE SMARTPHONE, AND WHEN DRIVER SCANS CHIP IN WINDOW WITH THEIR MOBILE, CAR UNLOCKS"

SMART KEYS THAT COME AT A PRICE

A REPLACEMENT car key for a Ford Fiesta will cost £220. But that's nothing in the world of luxury cars, where some keys will set you back thousands.

The key for the Pagani Huayra was crafted from the same metal used in making the V12 hypercar. It was then encased in a covering that mimicked the shape of the car and split in two, with one end the key and the other a USB stick. All this cost a cool £2,500 when the Huayra first went on sale.

Even that looks like small change compared to the AMVOX2 Chronograph, by watch maker Jaeger-Le Coultre. The Aston Martin collaborator has created a stunning design (below) that not only tells the time, but will lock and unlock the doors on your Rapide, DBS or DB9.

A transponder in the watch means that once you lightly press the face between eight and nine, it opens the car. Do the same between three and four, and the doors lock.

So how much will it cost for the pleasure of using such a device? An eye-watering £20,000 – more than many people pay for their car.



AMVOX2 Chronograph from Jaeger-Le Coultre contains a transponder which will unlock your Aston Martin

THE RACING LINE



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Price:	£29,990
Engine:	2.0-litre 4cyl turbo
Power/torque:	207bhp/300Nm
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0-62mph:	6.5 seconds (est)
Top speed:	150mph (est)
Economy:	52.3mpg (est)
CO₂:	125g/km (est)

ON SALE Now



EXHAUST Hi-tech exhaust is activated by clicking on the Bluetooth controller, and it unleashes an epic soundtrack. Snarling, explosive note is one of the best we've ever heard on a hot hatch



EQUIPMENT MINI has thrown every conceivable extra at the Challenge 210 Edition, including the top-end infotainment system, head-up display, perforated leather seats and top-end Harman Kardon stereo



MINI Challenge 210 Edition

FIRST DRIVE More potent Cooper S-based special stands out with



Jack Rix
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@jack_rix

AE MINI is a master at flogging extra equipment its customers rarely need, but the sheer length of the options list means it's impossible to resist it all. However, if you want to save yourself the hassle of traipsing through it, then the fully loaded Challenge 210 Edition is the MINI for you.

Limited to just 210 examples (it's a UK-only model), and named to draw attention to the new MINI Challenge race car (which we'll also be driving in the coming weeks), it showcases the enormous breadth of accessories and technology that you can now fit to your MINI, should you so wish.

Taking the Cooper S as a starting point, the Challenge 210 gets a new John Cooper Works pro tuning kit and

exhaust (both fitted by the dealer), which bump power from 189bhp to 207bhp and torque from 280Nm to 300Nm. The exhaust, believe it or not, is operated wirelessly via a purpose-built Bluetooth controller. Two clicks, and the flap opens fully; another two and it closes – lowering the volume to something like the standard Cooper S (tested on Page 46).

To give you an idea of how raucous the exhaust is when open, this car comes with a yellow warning tag on the controller – according to the label, the activation of Track Exhaust Mode is not officially permitted on public UK roads.

Luckily, we had a test track at our disposal for our first drive. Even at idle,

tapping the button twice turns the noise from a muffled rumble to a more guttural buzz. Give it full throttle, and the rasping, crackling exhaust note bounces off trees and buildings for miles. Selecting Sport mode in the standard Cooper S already unleashes flurries of pops and bangs on the overrun; do the same here, and those pops turn into small nuclear explosions.

And it's not just the noise that has been turned up; the extra 18bhp and 20Nm of torque bolsters the performance throughout the rev range, making the engine feel more muscular around town and when you let it rev. We'll have to wait until we

"Give it full throttle, and the rasping exhaust note bounces off trees and buildings for miles"



40 308 GT LINE
Verdict on new 129bhp warm hatch version of Peugeot family five-door.

42 WATER-INJECTED M4
We try BMW's MotoGP Safety Car, with clever water injection tech.

43 AUDI TTS COUPE
First drive of sizzling new 306bhp flagship two-door on UK roads.

44 SOFT-TOP AYGO
Toyota fits city car with peelback roof, and we see if it'll be summer hit.



NEED TO KNOW...
"When the JCW arrives in May, the Bluetooth exhaust will be optional, but it won't get a power upgrade"



Otis Clay



MINI's black interior looks and feels upmarket, while the comfortable rear seats fold to increase boot capacity from 211 litres to 731 litres

210 Edition

with a thrilling exhaust system



drive the 228bhp, 320Nm JCW in the coming months to say for certain, but 207bhp feels like a sweet spot for the new MINI. It's fast enough to rip around a race track and along country roads, but not powerful enough to constantly overwhelm the front tyres and create unpredictable torque steer.

Besides optional variable dampers being fitted, the chassis is standard Cooper S, and that's fine by us. OK, so its 18-inch alloys make it crash over potholes, but there's nothing wrong with the tight body control and pointy steering. Toggle through the Eco, Mid and Sport driving modes and the steering weights up, the throttle response becomes sharper and the exhaust does its best impression of bonfire night.

We spent 95 per cent of our time with the car in Sport mode and the exhaust activated – any discomfort is

outweighed by the sound, speed and overall sharpness of the package.

At £29,990, however, the Challenge 210 Edition is a seriously expensive car, especially when you consider the new 228bhp JCW will cost from £22,865. Still, for the cash, this model brings a head-up display, top-end Harman Kardon stereo, MINI's XL infotainment system and a parking camera.

Outside, there's only one colour combination, but you do get stripes and decals, a carbon bonnet intake, rally-style LED spotlights and those 18-inch rims. The full Sport pack styling kit gives it those JCW front and rear bumpers, too.

Our advice? Take a standard Cooper S, spec the new JCW pro tuning kit and exhaust for £1,620 (£1,800 with carbon tailpipe finishers), and then add some options with a little more caution.

PAGE 46: MINI Cooper S vs VW Polo GTI



**Auto
EXPRESS**

Verdict

WITH the rise of smaller-capacity turbocharged engines, getting modern cars to sound as sweet as their predecessors is difficult, so MINI deserves serious credit for this phenomenal exhaust. A high price tag makes the Challenge 210 Edition hard to justify, but we recommend fitting the exhaust to the standard Cooper S – do so and you'll have one of the naughtiest-sounding cars around.





Strong yet efficient diesel is carried over, while handling remains well balanced



AE MAZDA'S CX-5 burst on to the scene in 2012, breathing fresh life into the Japanese brand's range. It also debuted a new design language called 'Kodo', which has gone on to spawn a plethora of new models including the 3, MX-5 and the CX-5's baby brother – the new CX-3.

With its new metal grabbing the headlines, Mazda is keen for its trailblazer to still appear fresh, so it's given the CX-5 a mid-life makeover, with a new look inside and out, and more standard equipment. This is our first chance to get behind the wheel of the refreshed SUV on UK roads.

Leading the changes is a revised front end, with Mazda's trademark 'shield' grille getting a new five-bar design. It also features adaptive LED headlamps with distinctive half moon-shaped daytime running lights, as seen on the Mazda 2, plus LED foglamps and a set of 19-inch alloys. Curiously, apart from the grille, the other changes are reserved for range-topping Sport Nav models, which start at £25,395 for the two-wheel-drive 163bhp 2.0-litre petrol.

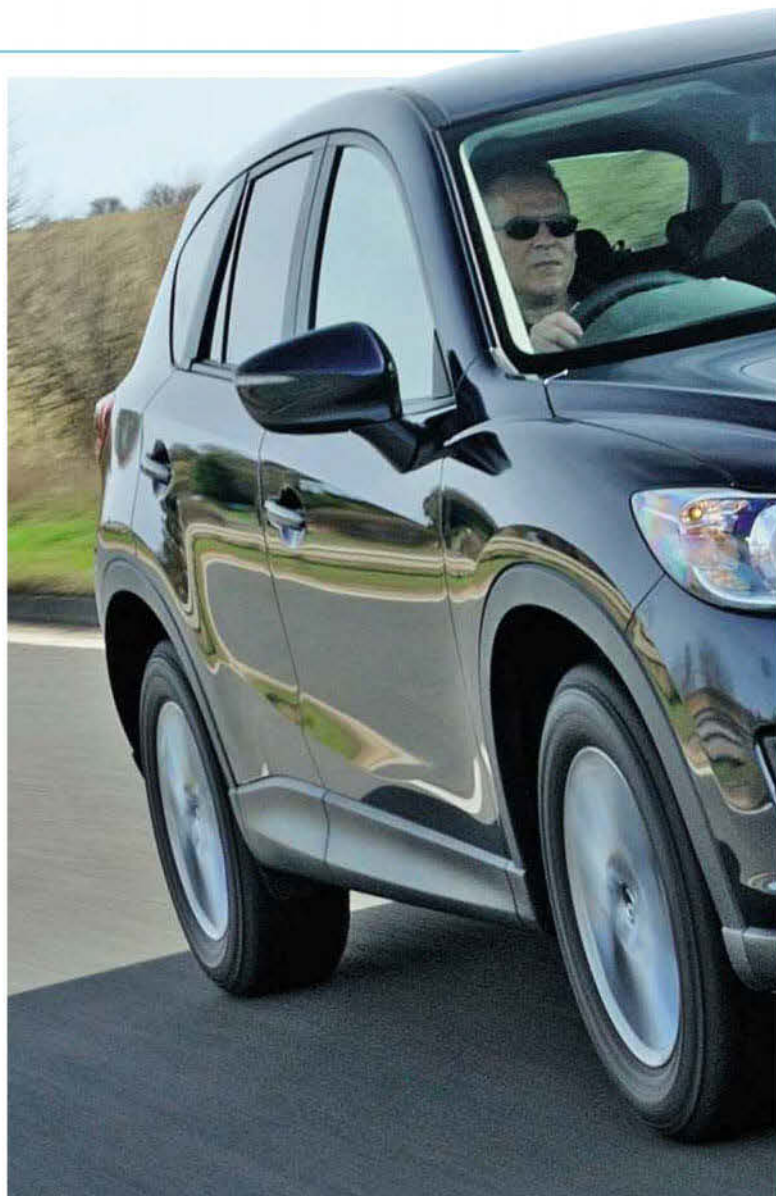
We drove the mid-spec SE-L, which, despite missing out on the bulk of the revisions, is still a good-looking car that shows the Kodo design language has

aged well. And while only Sport Nav buyers will enjoy those snazzy LED headlights, all customers will get a revised cabin that benefits from better plastics and more equipment.

Undoubtedly, the most pleasing addition is Mazda's Multimedia Commander, which boasts an Audi-like rotary dial between the front seats. It links up to a new infotainment system that features a seven-inch colour display which makes light work of switching between functions – it's also a touchscreen – and comes with Bluetooth connectivity as standard. It adds a much-needed bit of sparkle to the CX-5's cabin as its functional but slightly dull design remains unchanged over the previous model.

While Mazda has only fiddled with the design, it has at least upgraded the materials. There is a smart set of dials, the orange-lit climate controls are replaced with a white hue and there's a greater use of soft-touch plastics. It's good news, as while the CX-5's cabin was always robust, it now has a higher-quality feel.

The facelift has also brought in a whole host of new safety tech – Smart City Brake Support comes as standard, as do Emergency Stop Signalling and Hill Hold Assist. The range-topping Sport Nav models can be specified with the Safety Pack, which for an



Mazda CX-5

FIRST UK DRIVE Fresh SUV still great to drive,



"There's more boot space than in a Ford Kuga; with rear seats flat you get a 1,620-litre area"



NEED TO KNOW...
 "Bulk of cosmetic changes are reserved for top-spec Sport Nav. All other models mostly carry over the old car's styling"

Essentials

Mazda CX-5 2.2D 150PS 2WD SE-L Nav

Price: £24,795

Engine: 2.2-litre 4cyl diesel

Power: 148bhp

Transmission: Six-speed manual, two-wheel drive

0-62mph: 9.2 seconds

Top speed: 126mph

Economy: 61.4mpg

CO₂: 119g/km

ON SALE Now



TECHNOLOGY New touchscreen infotainment system is the biggest upgrade to CX-5's interior. It replaces the ugly, button-heavy display in the previous model and features bright and clear navigation



EQUIPMENT Cabin gets a much-needed boost in premium quality. It features more soft-touch plastics than before, while the instruments are backlit in white hue instead of old car's rather dated-looking orange



Auto Express Verdict

THE CX-5 has been one of Mazda's real success stories over the past three years, and this revised version will only add to the SUV's appeal. While some rivals may be cheaper and have snazzier cabins, the CX-5 is a great all-rounder that offers good running costs and strong performance. Our pick of the range is the car we tested – go for this and you won't be disappointed.



Performance

0-62mph/top speed
 9.2 seconds/126mph



but extra tech boosts appeal



Driving position remains as good as ever, while space in rear is generous

additional £800 adds blind spot monitoring and high beam control.

Elsewhere, it's business as usual. Under the bonnet of our test car was Mazda's 148bhp 2.2-litre diesel, with a six-speed manual gearbox and two-wheel drive. This is expected to take the lion's share of sales and buyers won't be disappointed – it offers

good performance while still returning 61.4mpg, and emits 119g/km of CO₂, so road tax will cost £30 per year.

On the move, the CX-5's balanced and taut handling remains. SE-L Nav's standard 19-inch wheels result in a slightly unsettled ride, but noise insulation is good. Accurate steering and a slick six-speed manual box will delight drivers – and rear passengers won't be complaining, either, as there's loads of head and kneeroom. A 503-litre boot – around 100 litres more than in the Ford Kuga with the seats up – swells to 1,620 litres with the seats down, so the CX-5 remains a practical choice.

Prices across the board have risen by around £400, but with its extra kit the CX-5 is a very credible offering in the crowded small SUV market. It's just a shame the wider cosmetic changes haven't made it on to all models.



GT's new grille looks stylish, while LED headlamps featuring scrolling indicators are a neat touch

NEED TO KNOW...
"A more potent 270bhp 308 GTi is due before the end of the year, and this will be more of a hot hatch than the warm GT"

Peugeot 308 GT

FIRST UK DRIVE Does warm hatch make as much sense on UK roads?

Performance

0-62mph/top speed
7.5 seconds/146mph



Running costs

50.4mpg (official)
£60 fill-up



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AE IF you're in the market for a fast family hatchback, you really are spoilt for choice. Among others, there's the Ford Focus ST, Volkswagen Golf GTI and Renaultsport Mégane, as well as our current top pick – the SEAT Leon Cupra. However, if the relatively high running costs and hefty tax bills put you off, Peugeot has an alternative: the 308 GT.

Granted, the GT is more of a warm hatch than a hot one, but until the 270bhp GTi arrives later this year, it will sit at the top of the 308 range. As we'd already driven the diesel estate (Issue 1,363), this was our first chance to try the 202bhp petrol hatch in the UK.

At over £24,000, it's an expensive car, but first impressions are good. The 308's interior oozes quality, with the same sleek, simple layout and upmarket materials as the rest of the range, as well as the familiar, small steering wheel and high-mounted dials. Our car came with the £1,200 optional heated leather seats, but the standard part-Alcantara versions should suit most buyers.

All models also get keyless entry/go, dynamic cruise control, GT badges and aluminium pedals. Outside, you'll notice



a set of smart, 18-inch alloys, twin exhausts and tinted windows. The ride height has been lowered by 7mm at the front and 10mm at the rear.

Push the starter button, and the quiet tickover sounds much like any other petrol-engined 308. However, press the Sport button, and you'll get synthesised engine noise through the car's speakers. The dials also turn

red, steering is tightened up and throttle response is sharpened, but this doesn't affect the car's dampers.

While the 1.6-litre petrol turbo will never set any records, it delivers strong performance in a straight line, although it's a matter of seconds slower from 0-62mph than many of its rivals.

Still, it's surprisingly economical, with Peugeot promising 50.4mpg economy and CO₂ emissions of just 130g/km. For comparison, the Focus ST claims 41.5mpg and will cost more to tax, while the 308's closest rival, the Kia Cee'd GT, only manages 38.2mpg.

"The 308's interior oozes quality, with the same upmarket materials as the rest of the range"



Peugeot handles well, with its small steering wheel adding to involvement; cabin is simple yet charming



Essentials

Peugeot 308 GT THP 205

Price:	£24,095
Engine:	1.6-litre 4cyl turbo petrol
Power/torque:	202bhp/285Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	7.5 seconds
Top speed:	146mph
Economy:	50.4mpg
CO₂:	130g/km

ON SALE Now



EQUIPMENT Standard kit includes these 18-inch alloy wheels, while ride height is lowered by 7mm at the front and 10mm at the rear. Plus, suspension is stiffened to enhance the handling



PRACTICALITY Boot space stands at a generous 470 litres with the rear seats in place. Fold the 60:40 bench, and this expands to a 1,309-litre maximum capacity



Verdict

If pure driving thrills are top of your wish list, you'll need to look elsewhere – towards cars such as the Ford Focus ST – but there's still lots to like about the 308 GT. Its high-quality interior and long kit list are big plus points, while low running costs also work in its favour. Yet it's still good to drive, and if this is a hint of what the upcoming GTi will be capable of, it certainly bodes well.



Peugeot 308 SW GT-Line

FIRST DRIVE Get the GT look for a lower price and lower running costs



Steering could do with more feel in corners, but cabin has plenty of kit



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AE THE GT (left) has added a welcome sporty feel to Peugeot's 308 range, but the 200bhp engine also pushes up the price and running costs. So those buyers seeking style without the sting in the wallet may want to turn their attention to the new GT-Line model.

Its 129bhp 1.2-litre PureTech three-cylinder claims 57.9mpg and 109g/km of CO₂ in the SW estate, although we managed 40mpg over mixed routes. But the car's defining characteristics are its smooth power delivery and impeccable refinement on the move.

A healthy 230Nm of torque allows the SW to build speed smoothly. The broad powerband also means it feels far faster than the 12.1-second 0-62mph time suggests, pulling right to the 6,000rpm red line without much tail-off.

The steering is well weighted but lacks feel in normal mode, while Sport only throws a load of extra weight at the wheel. Still, this car isn't designed

NEED TO KNOW...
"GT-Line spec is offered on every engine in 308 range, including the 1.6 petrol and 2.0 diesel"

to be driven on the ragged edge – there's a fair bit of body roll, although the hatch should prove more agile than the SW. It's better to slow down and enjoy the soft and composed ride and absence of road or wind noise, as the 308 makes a great motorway cruiser.

From the outside, it looks almost identical to the GT, with 18-inch alloy wheels and a lowered ride height, plus full-LED headlamps, twin exhausts and black gloss trim. Neat touches such as Audi-style scrolling indicators give the GT-Line a premium feel.

The interior looks and feels great with part-Alcantara massaging sports seats, a compact leather steering wheel and aluminium pedals. Also standard are sat-nav, a reversing camera, parking sensors and dual-zone climate control.



Essentials

Peugeot 308 SW GT-Line

Price:	£22,345
Engine:	1.2-litre turbo petrol
Power/torque:	129bhp/230Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	12.1 seconds
Top speed:	124mph
Economy:	57.9mpg
CO₂:	109g/km

ON SALE Now



INTERIOR Part-Alcantara seats add to sporty feel, which is reinforced by compact leather steering wheel and aluminium pedals up front



PRACTICALITY SW estate's huge 660-litre boot is unaffected in GT-Line spec; there's 11cm extra in wheelbase over the hatch for more rear room



TECHNOLOGY Stylish GT-Line is intended to represent quality, and it brings plenty of kit including sat-nav, reversing cameras and climate control

Verdict

THE 308 GT-Line offers plenty of kit, and the PureTech engine is ideal if you don't fancy a diesel. It trails its rivals in terms of dynamic polish, but it's comfortable and refined. If you can live without some of the kit, however, we'd opt for the cheaper, better and equally stylish SEAT Leon FR ST.





NEED TO KNOW...
 "If you like the idea of the Beetle Hybrid but don't want to have to wait, VW offers the plug-in Golf GTE, which claims 186mpg economy and CO₂ emissions of just 39g/km"

Volkswagen Beetle Hybrid

FIRST DRIVE We hit New York city streets in prototype version of petrol-electric Bug



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AE VOLKSWAGEN used last week's New York Motor Show to display four new special-edition Beetle concepts (Page 26). However, outside, on the streets of Manhattan, the brand was showcasing something more intriguing.

Head of VW powertrains, Heinz-Jakob Neusser, tasked a group of engineers with developing a Beetle Hybrid. The result is a traditional-looking hatch, using the US-spec Jetta's petrol-electric set-up and a seven-speed DSG box.

It's a conventional Beetle from the outside, while you'd be hard pressed to notice any changes inside, either. However, this particular model has inherited the dials from VW's super-efficient XL1 plug-in to provide a battery charge readout within the speedometer.

As in the standard Beetle, the central screen houses the car's infotainment, with the addition of a drivetrain monitor. Due to this being a one-off prototype, our car's display actually showed a Jetta saloon, but it gave us a clear representation of which power source was driving the car, or when the brakes were regenerating charge for the motor.

The Beetle will run on electric power alone for just over a mile at speeds of up

to 30mph, but even the lightest prod of the throttle kicks the engine into life with a bassy purr from the exhaust. Lift off the accelerator, and the engine turns off, while charge flows back to the battery – ready again for silent stop-start motoring.

The seven-speed DSG auto gearbox actually makes the Beetle prototype feel a lot like any other petrol-engined VW Group model. It shifts seamlessly and never panics when the car switches from electric to petrol power. Put your foot down at a red light, and the turbocharged engine bursts into life, offering a decent shove of acceleration.

While it's difficult to call a short drive in busy New York traffic an in-depth review, our time in this hybrid Beetle was enlightening. Unlike the CVT system in a Toyota Prius, the VW uses DSG to its advantage – making it one of the most well rounded hybrids we've driven to date. This tech isn't new, either, and it makes you wonder why VW has restricted it to US-spec Jettas since its 2012 launch.

It's not the most efficient car, granted, and you'd likely get more miles per gallon out of a 1.6-litre TDI, but it's quick, refined and easy to drive. It's just a shame we'll have to wait until the Beetle moves to the MQB platform before we get to see a full production version.



Touchscreen dominates the VW's classy cabin, while car is quick off the mark



Essentials**VW Beetle Hybrid****Price:** N/A**Engine:** 1.4-litre 4cyl plus electric motor**Power:** 168bhp**Torque:** 250Nm**Transmission:** Seven-speed dual-clutch, front-wheel drive**0-60mph:** 8.0 seconds (est)**Top speed:** 130mph (est)**Economy:** 54mpg (est)**CO₂:** 121g/km (est)**ON SALE** N/A

STYLING From the outside, the Beetle Hybrid prototype has the same distinctive looks as the standard model, with its sharp roofline and traditional flared wheelarches



ENGINE Beetle borrows its petrol-electric set-up from hybrid version of the Jetta, sold in the US only. This is paired with a seven-speed twin-clutch DSG auto box

**Auto Express Verdict**

PLEASEINGLY, this prototype version of the Beetle Hybrid felt like anything but a prototype. The car's technology has been proven in the US-spec Jetta, and it fits well within the Beetle's stylish body. The DSG automatic box changes gear seamlessly, and is far preferable to the droning CVT used by Toyota and Lexus. Unfortunately, we're unlikely to see the Hybrid make production in this generation of the car.



Audi TTS Coupé

FIRST UK DRIVE Verdict as new 306bhp range-topping TT hits British roads



Cabin is as stylish as we expect from Audi, and is loaded with hi-tech kit

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AE WE'VE been consistently impressed by the new Audi TT's dynamic abilities, so surely the model to make the most of them is the 306bhp TTS? We drove the range-topper on UK roads for the first time.

The four-wheel-drive-only TTS packs a reworked version of the TT's 2.0-litre, four-cylinder turbo petrol and features a whole host of changes – from a larger turbo to a new aluminium cylinder head.

Plant your right foot and the TTS goes from 0-62mph in 4.9 seconds, and on to a top speed of 155mph. Opt for the six-speed S tronic auto for an extra £1,480, and you'll hit 62mph three-tenths quicker, thanks to a gearbox that goes through the ratios like gunfire.

As with other models, the quattro four-wheel drive isn't as nannying as it was on the previous TTS. There's still loads of grip but, while the previous TTS was prone to understeer, the new model powers through corners with a neutral stance. Flaps in the exhaust

NEED TO KNOW...
"TTS is the range-topper for now – we expect a TT RS with the RS3's 2.8-litre five-cylinder to appear, with upwards of 350bhp"

that open under hard acceleration heighten the sense of drama, too.

For just under £39,000, the TTS gets LED headlights, heated leather sports seats, a special Virtual Cockpit – with a Porsche-like central rev counter – and Audi Magnetic Ride, which allows the driver to alter the suspension set-up. Other changes include a new front grille, four exhaust pipes and unique colours, such as our test car's Vegas Yellow.

The step up from a 227bhp TT 2.0 TFSI S line quattro S tronic to TTS will set you back £3,455 but, while some will happily shell out for the ultimate TT (for now), for us the lesser-powered car offers a better blend of performance and handling.

PAGE 66: Latest on our Audi TT

**Performance**

0-62mph/top speed
4.9 seconds/155mph

**Essentials****Audi TTS Coupé****Price:** £38,790**Engine:** 2.0-litre 4cyl turbo petrol**Power:** 306bhp/380Nm**Transmission:** Six-speed manual, four-wheel drive**0-62mph:** 4.9 seconds**Top speed:** 155mph**Economy:** 38.7mpg**CO₂:** 169g/km**ON SALE** Now

TECHNOLOGY Audi's 12.3-inch Virtual Cockpit gets special display in TTS – a Porsche-like central rev counter and boost gauge



PRACTICALITY Clever infotainment system can be used via steering wheel buttons or more traditional controls



STYLING Unique 19-inch alloys are standard, as are TTS-branded calipers. Suspension can be altered by Audi Magnetic Ride system

Auto Express Verdict

THERE'S no doubt the TTS is a desirable addition to the TT range, and a worthy challenger to the Porsche Cayman. The badge and the extra power for roughly £3,500 more than the regular TT will prove irresistible to the faithful, but keen drivers are still likely to be swayed by the extra fun the Cayman offers.





Toyota Aygo x-wave

FIRST DRIVE Peelback roof boosts appeal of city car

Toyota Aygo x-wave

Price:	£12,390
Engine:	1.0-litre 3cyl petrol
Power/torque:	67bhp/94Nm
Transmission:	Five-speed manual, front-wheel drive
0-62mph:	14.2 seconds
Top speed:	99mph
Economy:	68.9mpg
CO₂:	95g/km

ON SALE Now



AE WITH summer on the way, Toyota's Aygo now comes with a full-length electric fabric roof for an extra £895.

The new model, called the x-wave, goes head-to-head with Renault's Twingo, which is also offered with a peelback cloth lid for £850. However, Renault offers the roof across the range of two engines and four trim levels, whereas Toyota restricts you to x-expression trim only, and the 67bhp 1.0-litre engine.

The folding roof peels back to just behind the rear headrests in less than 10 seconds, or you can set it halfway back. Rear visibility is unaffected, as the glass back window remains in place.

But the Aygo's cabin flaws are still evident, including some rather suspect plastics on the dash and doors and a lack of rear head and legroom. It's over 100mm shorter than the VW up!, which makes it easier to park, but restricts the rear seats and leaves a 168-litre boot.

On the move, road and wind noise are reasonably well suppressed. But the engine's throaty soundtrack can get quite intrusive, especially out of town as it needs to be worked hard. The Aygo's agile handling and well weighted steering remain intact on the drop-top, but the ride could be more composed.

PAGE 78: Buying a used Toyota Aygo



Cabin marred by some poor plastics. Roof peels back to just beyond front seats in 10 seconds



EQUIPMENT

Based on X-expression trim, but costing an extra £895, x-wave comes with a seven-inch multimedia touchscreen with DAB radio and Bluetooth, LED daytime running lights and reversing camera



Verdict

THE Aygo X-Wave is a great alternative to a fully fledged convertible if you're on a budget. It's got plenty of character and offers a fun city drive. But the Renault Twingo is more practical, while the cheaper Citroen C1 has the same roof and more choice.



Coming soon

Automedica



AUDI A4 MID 2015

Compact exec gets much needed overhaul with new platform, engines and tech to take on Mercedes C-Class.

SUPERMINIS

Fiat 500	2016
Ford Ka	mid 2015
Ford Fiesta	2017
Honda Jazz	summer 2015
Renaultsport Twingo	late 2015
Renault ZOE update	late 2015
Renault 5	late 2015
SEAT Ibiza	2016
Vauxhall Corsa VXR	May
Vauxhall Viva	summer

FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	mid 2015
BMW 1 Series facelift	mid 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016

Citroen C4 Facelift	mid-2015
Ford Mondeo Vignale	mid 2015
Honda FCEV	mid 2015
Infiniti Q30	late 2015
Jaguar XE	May
Kia Optima facelift	late 2015
MG5	2015
MINI Clubman	mid 2015
Nissan Leaf	mid 2016
Porsche Panamera	2016
Porsche Panamera estate	2016
Seat Leon Cupra ST	May
Skoda Superb	September
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf Alltrack	Summer
VW Golf CC	2015
VW Golf R estate	April
VW Passat Alltrack	summer
VW Passat GTE	June

SPORTS CARS

Alfa 4C Stradale	late 2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	2018
Audi R4	2016
Audi R8	mid 2015
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	late 2015
Caterham sports car	2016
Ferrari 488 GTB	mid 2015
Ford GT	2016
Ford Focus RS	2016
Ford Mustang	autumn
Honda Civic Type R	late 2015
Honda CR-Z	2017
Honda NSX	late 2015
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Lotus Evora 400	summer
Maserati Alfieri	2016
Maserati GranTurismo	late 2017
McLaren 570S	late 2015
Mercedes-AMG CLA 45 SB	mid 2015
Mercedes C 450 AMG Sport	2016
MG TF replacement	late 2015
MINI JCW	mid 2015
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	late 2015
Porsche Boxster Spyder	late 2015
Porsche Cayman GT4	mid 2015
Porsche 911 GT3 RS	mid 2015

Porsche 911	late 2015
Porsche Cayman	late 2015
Porsche GT4	late 2015
Porsche 911 GT3 RS	late 2015

Porsche 911	late 2015
Porsche Cayman	late 2015
Porsche GT4	late 2015
Porsche 911 GT3 RS	late 2015

Porsche 911	late 2015
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Porsche GT4	late 2015
Porsche 911 GT3 RS	late 2015

Porsche 911	late 2015
Porsche Cayman	late 2015
Porsche GT4	late 2015
Porsche 911 GT3 RS	late 2015

Porsche 911	late 2015
Porsche Cayman	late 2015
Porsche GT4	late 2015
Porsche 911 GT3 RS	late 2015

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

SUVs

Alfa Romeo SUV	early 2016
Aston Martin DBX	2019
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	summer
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW 1 Series Sport Cross	2017
BMW X3	2016
BMW X7	2018
Dacia Duster facelift	2016
Ford Edge	summer
Honda HRV	summer
Honda Vezel	2015
Infiniti QX30	mid 2016
Jaguar F-Pace	2016
Kia Sorento	mid 2015
Lamborghini Urus	2017
Land Rover Defender	2016
Maserati Levante	2016
Mazda CX-3	summer
Mercedes GLC	2015
Mercedes GLE Coupé	mid 2015
Mercedes GLE	mid 2015
Mercedes GLS	mid 2015
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	2015
Porsche Macan GTS	2015
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
Rolls Royce SUV	late 2016
SEAT SUV	2016
Scoda Yeti+2	2016
SsangYong Tivoli	2015
Tesla Model X	late 2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	late 2015
Volvo XC90	May

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
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Line of fire

New VW Polo GTI aims to finally step out of hot Golf's shadow. But can it see off pocket rocket rivals from Peugeot and MINI?

Pictures: Pete Gibson Location: Mallory Park, Leics



Peugeot 208 GTi

Price: £19,100 Engine: 1.6-litre 4cyl turbo, 197bhp

0-60mph: 6.8 seconds Test economy: 39.7mpg/8.7mpl

CO₂: 139g/km Annual road tax: £130

64 **LIVING WITH A...
CITROEN C4 CACTUS**
Quirky hatch joins fleet,
and practical Airbumps
instantly grow on us.



66 **LIVING WITH AN...
AUDI TT**
Has arrival of top-spec
TTS left our man wishing
he could trade in TT TFSI?



AE VOLKSWAGEN invented the hot hatch with its Golf GTI back in the seventies, and while the smaller Polo has worn the GTI badge over the years, the supermini has always struggled to emerge from the shadow of its illustrious sibling.

The new Polo GTI is aiming to change that, but it faces a tough task to make an impact in the cut-throat hot supermini class. It's been given the firepower to do exactly that with its 189bhp 1.8-litre

TSI turbo petrol engine, and there are plenty of GTI styling cues on show to boot. However, for this first test, it'll have to see off two front-runners in the class.

The MINI Cooper S is huge fun to drive and has plenty of style of its own, while the addition of a five-door model has boosted its versatility. And then there's the Peugeot 208 GTi. It's a real return to form for the French brand, with a great mix of handling fun and refined manners. Does the Polo GTI have what it takes to come out on top?



MINI Cooper S 5dr

Price: £19,255 **Engine:** 2.0-litre 4cyl turbo, 189bhp
0-60mph: 7.1 seconds **Test economy:** 39.3mpg/8.6mpl
CO₂: 136g/km **Annual road tax:** £130

Volkswagen Polo GTI

Price: £18,850 **Engine:** 1.8-litre 4cyl turbo, 189bhp
0-60mph: 6.8 seconds **Test economy:** 37.4mpg/8.2mpl
CO₂: 139g/km **Annual road tax:** £130

Road test

VW Polo GTI vs rivals

MODEL TESTED:
Volkswagen Polo GTI
PRICE: £18,850
ENGINE: 1.8-litre 4cyl, 189bhp

AE VOLKSWAGEN has built faster versions of the Polo ever since the Mk1 edition, starting with the rare Polo GT in 1979. Things were turned up a notch with the Mk2 and the supercharged Polo G40, while the GTI badge first appeared on a limited-run Mk3 in 1995. This is the sixth-generation model, featuring a 1.8-litre turbo petrol engine, while a six-speed manual gearbox has returned.

Styling 4.0/5

WITH its simple lines and upmarket cabin, the Polo has gained a reputation for trying to offer the qualities of the Golf in a supermini package. The GTI model takes this formula even further, as the DNA of its larger hot hatch sibling runs through the car's styling.

The new Polo features red pinstripes on the nose like the Golf GTI, while the honeycomb grille and lower air intakes add to the sporty look. LED headlamps are standard, and these have red detailing and a distinctive crosshair motif within the light clusters.

Elsewhere, you get 17-inch, two-tone alloys, GTI badges on the front wings and deep side skirts, while at the back, there's a tailgate spoiler, tinted lights and a deep bumper with a pair of chrome exhaust tips poking out the back. Overall, the Polo GTI is subtly aggressive, and like its Golf sibling, looks best in solid colours. It comes in red as standard, but white and black are £260 options, while metallic silver, blue or black cost £540.

Inside, the homage to the larger Golf GTI continues. There's grey tartan cloth for the seats and a GTI-branded multifunction steering wheel with red stitching, while gloss-black trim is added to the centre console for a classier look. Overall, though, the Polo's interior is reserved when compared to the flamboyant, retro-themed MINI Cooper S', plus the touchscreen is smaller and its graphics aren't as clear. There's no faulting the quality, but the MINI's is just as good, and the Peugeot 208 GTi's cabin is arguably more stylish.

Ownership 3.8/5

THE Polo GTI uses plenty of tried-and-tested components, including a version of the Golf GTI's engine and electronics that are shared with the rest of the Polo range. That means it should be reliable, although Volkswagen's reputation for building cars that will last isn't as strong as some Japanese rivals'.

The brand came 19th in our Driver Power 2014 satisfaction survey, while its dealers placed a woeful 31st out of 32 – only sister firm SEAT's network fared worse. Customers

“Polo has reputation for offering the qualities of the Golf in a supermini package”

Exterior



CO₂/tax
139g/km
£130 or 22%



Practicality
Boot (seats up/down)
204/882 litres



Performance
0-60/30-70mph
6.8/5.5 seconds



Braking
70-0/60-0/30-0mph
51.1/36.5/10.1m



Running costs
37.4mpg (on test)
£51 fill-up

complained about poor value, bad service and a lack of technical knowledge, among other things. So, if anything goes wrong with your car, you may not be in for the best experience.

The revised Polo hasn't been crash tested by Euro NCAP yet, but the pre-facelift Mk6 earned a five-star rating back in 2009. There are six airbags, while the stability system incorporates skid control, and the electronic differential helps to improve road holding.

Running costs 3.6/5

AT £18,850, the three-door manual Polo GTI is £250 less than the 208 GTi, but the five-door version is £19,480 – £225 more than the Cooper S 5dr tested here. Plus, whichever Polo you go for, you'll be disappointed by its lack of standard kit. Sat-nav, cruise control, parking sensors and climate control, all standard on the Peugeot, add £1,880 to the VW's price tag, although the MINI is in the same boat when it comes to an equipment shortage.

Hot hatches have made great strides in efficiency as well as performance, and the stop/start-equipped Polo promises 47.1mpg economy. That's marginally behind the MINI and Peugeot's figures (both claim 47.9mpg), and this was reflected on test, with the VW proving the thirstiest car, returning 37.4mpg. Still, road tax costs for our trio are identical, and company car bills only differ by a few pounds.

Strong residuals are positive for private buyers, although Volkswagen's two-year fixed-price servicing package isn't as good value as MINI's five-year plan.

Volkswagen

Interior



TESTERS' NOTES...
“There's no doubt that the Polo GTI is an accomplished performer thanks to its torquey turbo engine, but it's just lacking that final fun edge that makes you want to drive other hot hatch rivals just for the sheer hell of it.”

DEAN GIBSON
DEPUTY ROAD TEST EDITOR





Driving 4.0/5

IN an effort to give the Polo GTI greater driver appeal, VW has reintroduced a manual gearbox. You can still get a seven-speed DSG auto box for £1,245 extra, but the positive shift of the six-speed manual definitely makes you feel more connected with the car.

Power comes from a 1.8 TSI turbo petrol engine, which matches the MINI's unit with 189bhp, but both are 8bhp down on the Peugeot's. However, the VW takes the lead for torque with a meaty 320Nm on offer from 1,450rpm. At the test track, the Polo raced from 0-60mph in 6.8 seconds - the same time as the 208 GTI - but the Cooper S was faster through the gears from 30-70mph. The Polo's torque also meant it was fastest in-gear, although the GTI's lack of drama means it never feels exciting.

In corners, there's lots of grip, but the chassis is so composed and controlled that both the MINI and Peugeot feel livelier and more engaging. Our car featured the £245 Sport Pack with dynamic chassis control, which firms up the damping and steering for sharper cornering. However, this adds unnecessary stiffness which sees the Polo GTI shake over every surface imperfection. The standard set-up offers a far better compromise, while the only other benefit it provides is extra engine noise piped into the cabin.



GTI

HONEYCOMB grille with red pinstripes and lower air intakes give the Polo an unmistakable air of GTI. Meanwhile, 17-inch, two-tone alloys and tailgate spoiler contribute to the car's sporty feel

en Polo GTI



Touchscreen

INFOTAINMENT display accesses range of features, including DAB radio, but its graphics aren't as clear as rivals' units

Golf GTI touches

POLO'S cabin hints at larger sibling's, with GTI-branded multifunction steering wheel, red stitching and grey tartan cloth seats

Practicality 3.4/5

IN the pursuit of performance, Volkswagen has moved the Polo's battery into the boot to even out the car's weight distribution, but this has had an adverse effect on luggage space. There's 204 litres on offer - 81 litres down on the 208's capacity, and 74 litres behind the MINI's. You do get a level load lip, while the back seats fold flat to create 882 litres of space, although that's well behind the Peugeot's 1,076-litre maximum.

Back seat space is reasonable, and if you need to access them regularly, you can spend an extra £630 to get your hands on a five-door Polo GTI. Storage is good, with deep door bins and a big glovebox, while the bin ahead of the gearlever includes a USB socket, making it easy to charge your phone on the move.

There's a wide range of seat and wheel adjustment, but if you want the added peace of mind of parking sensors, they cost an extra £400.



Modes

SPORT setting can be selected by pressing a button on the dashboard

Road test

VW Polo GTI vs rivals

MODEL TESTED: MINI Cooper S 5dr
PRICE: £19,255 **ENGINE:** 2.0-litre 4cyl, 189bhp

AE THE third-generation MINI is the reigning Auto Express Car of the Year, and until the John Cooper Works version arrives later in 2015, the Cooper S is the flagship of the range. One major departure the current model has made over its predecessors is the introduction of a five-door version, and it's that model we test here. The standard three-door Cooper S costs £18,655, while the five-door is £19,255.

Styling 3.8/5

WITH its upright styling and retro detailing, there really is no mistaking a MINI for any other car on the road. There are nods in the design to the sixties original, but in reality, the third-generation car continues where its predecessors left off, as it's largely the same size as its rivals here.

The large grille and round headlamps are familiar design cues, and while the bonnet scoop is now non-functional, it marks the Cooper S out from lower-spec models. As usual, MINI offers a host of upgrades to personalise the car's looks. You get 16-inch, five-spoke alloys as standard, but there are 12 different wheel options to choose from, yet some are only offered in conjunction with styling packs. Our car's Electric Blue metallic paint is a £475 option, while the bonnet stripes are £80, but at least adding a white or black contrast roof with corresponding wing mirrors is a free upgrade.

At the rear, the twin exhausts and deep rear bumper add a sporty touch, while our car also featured the £140 John Cooper Works roof spoiler. However, the five-door MINI appears rather awkward overall. The rear doors are a little on the small side, while the glass area looks a touch fussy, with three panes instead of the three-door's two.

Inside, the MINI continues with the retro touches, although there's more black plastic than you'll find in previous-generation models. Highlights include a large toggle starter switch, plus the vast circular display on the centre console, which is surrounded by a ring of LED lights that change colour to correspond with the assorted functions on the dashboard. As you'd expect, build quality is excellent and everything works with precision, and while the retro styling won't be to all tastes, it's certainly a lot more adventurous than the restrained Polo's.

Ownership 4.3/5

IT'S a little too early to tell how the new MINI will fare as a long-term ownership proposition, but it certainly feels well built. The Cooper S' 2.0-litre twin-turbo

"There really is no mistaking a MINI for any other car on the road"

petrol engine is shared with other BMW models, as is the front-wheel-drive platform, so they will have been developed to last.

While Euro NCAP hasn't tested the five-door MINI, the three-door model proved to be a decent performer. Its four-star rating and percentage scores are lower than the Volkswagen's and Peugeot's, but the 2014 test was a lot tougher than those taken by its rivals in 2009 and 2012 respectively. The MINI lost a star due to low-speed emergency braking not being a standard feature. However, it's included in the £740 Driving Assistance Pack, which also adds adaptive cruise control and forward collision alert. Other big-car equipment includes LED headlamps for £760, or a head-up display for £375.

Running costs 3.9/5

THE five-door Cooper S costs £19,255, although the three-door version undercuts the Polo GTI's price tag by £195. Like the Volkswagen, there are plenty of options that you need to add to match the 208 GTI's equipment list – budget at least £2,400 to get it up to the same level. However, MINI does take the sting out of some costs by offering packs instead of making you choose expensive individual options.

The Cooper S' everyday running costs are reasonable. Road tax and company car fees are level pegging with its rivals', while fuel economy of 39.3mpg is a whisker behind the Peugeot's. Add in MINI's excellent value five-year tlc servicing package and decent residuals of 47.2 per cent, and the car makes a strong financial case for itself.

Exterior



TESTERS' NOTES...
"MINIs have always been great fun to drive, and the current car continues that tradition. The Cooper S feels rapid, and is a lot more involving than the Polo GTI on twisting roads. Take it easy, and it's also pretty comfortable."

LESLEY HARRIS
ROAD TESTER



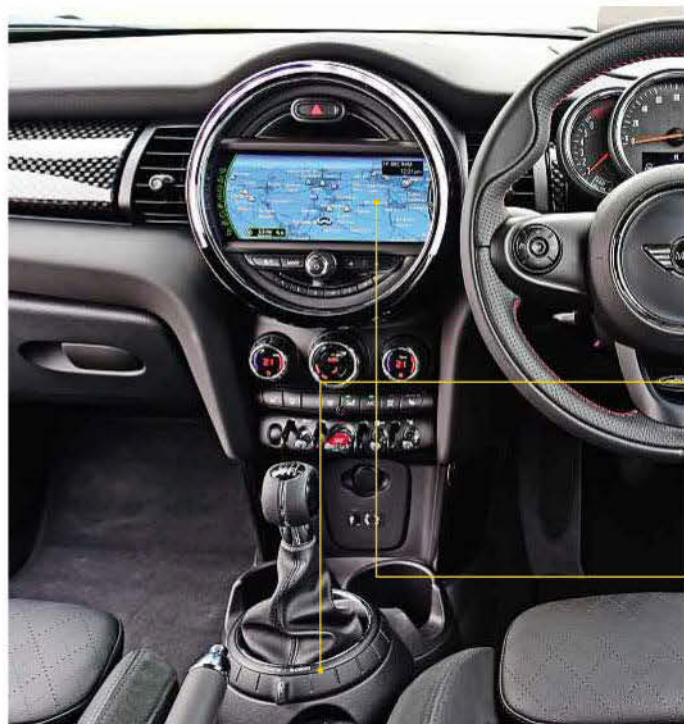
MINI Coop

Interior



Boot capacity

MINI's 278-litre boot can be expanded to 941 litres with the rear seats folded, while the twin exhausts provide a thrilling note





Driving 4.8/5

THE MINI has the biggest engine here, but the 2.0-litre twin-turbo unit is 8bhp down on the Peugeot's, with a Polo-matching 189bhp. The Cooper S' torque figure of 280Nm is 40Nm down on the VW's, and it proved to be the slowest car here from 0-60mph, taking 7.1 seconds. However, the MINI was fastest through the gears, and was level with its rivals in-gear. Plus, it never felt like it lagged behind for performance.

The Cooper S is helped by a fruity exhaust note, while it has a slick gearshift and fast, weighty steering that delivers good feedback. Add in a lively chassis that offers sharp yet user-friendly handling, and the MINI is more entertaining to drive than either rival here.

The driving experience is enhanced by the £135 Driving Modes option, which allows you to select between Sport, Mid and Green settings. Sport tweaks throttle and steering response to offer an even more entertaining drive, while the exhaust note delivers bumbles when you lift off.

Mid mode is ideal for most other situations, and while the MINI is stiff, it's no less comfortable than the VW or Peugeot around town or on the motorway.

Switching to Green noticeably takes the edge off throttle response to boost economy, but unless you're dedicated to maximising mpg when not enjoying the MINI's handling, it can be frustrating. Many drivers will switch back to Mid at the earliest opportunity.



CO₂/tax
136g/km
£130 or 22%



Practicality
Boot (seats up/down)
278/941 litres



Performance
0-60/30-70mph
7.1/5.3 seconds



Braking
70-0/60-0/30-0mph
51.4/37.6/9.7m



Running costs
39.3mpg (on test)
£49 fill-up

er S

TESTERS' NOTES...
"There's plenty to like about the MINI from behind the wheel, but the five-door model does look a bit awkward."
JAMES DISDALE
ROAD TEST EDITOR



Driving settings

OPTIONAL Driving Modes allow you to select between Sport, Mid and Green settings at the base of the gearlever

Display

STYLISH circular display is surrounded by LEDs, which change colour depending on which function is in use

Practicality 3.8/5

THE five-door MINI Cooper S has a longer wheelbase than the three-door model's, but cabin space is still on the tight side when compared to its rivals here. Access to the rear seats is a bit of a squeeze as the back doors are narrow, but once there, you'll find the backs of the front seats are sculpted to improve legroom. However, it's still cramped in the back – the dark materials make it feel claustrophobic and the middle seat is tight.

One benefit of the MINI's continued growth is that boot space is pretty good. There's 278 litres available, while the back seats fold to free up a maximum capacity of 941 litres – further evidence of the small rear cabin area. Storage up front is decent, as the glovebox is supplemented by extra room behind the upper dash trim. There's a £110 optional centre armrest for extra storage, but it gets in the way of gearchanges.



Road test

VW Polo GTI vs rivals

MODEL TESTED: Peugeot 208 GTi
PRICE: £19,100 **ENGINE:** 1.6-litre 4cyl, 197bhp

AE THE 208 GTi marks something of a new era for Peugeot. While GTi versions of the 206 and 207 couldn't live up to the reputation of the classic 205, this latest hot hatch delivers great performance in a surprisingly grown-up package.

Unlike the Polo GTi, the Peugeot is only available in three-door guise and with a manual gearbox. We test the standard version here, although the car in our pictures is a higher-spec Prestige model.

Styling 4.0/5

THE standard 208 is a familiar shape in the supermini class, but the GTi version has been given enough of a makeover to stand out. GTi badges are added to the chrome trim on the C-pillars in a nod to the oval badges seen on the original 205 GTi.

Elsewhere, you get a chequered pattern for the grille, plus a racy red strip on the lip spoiler, chrome wing mirror caps, a sporty bodykit and 17-inch alloys with red brake calipers. The Prestige model in our pictures adds black paint to the wheels, panoramic glass and cornering lights. Overall, the 208 GTi is neatly proportioned, while – like the Polo GTi – the styling tweaks mean it has a more distinctive look than lower-spec models.

Inside, build quality isn't quite as good as the VW or MINI's, but there are some sporty upgrades to be found. The part-leather sports seats feature a single red pinstripe, but the 208's awkward driving position remains. Some of our testers needed to move the small steering wheel down to their lap to be able to see the dials, which feels a little unnatural.

At least the dashboard looks attractive, particularly the glowing red LED surrounds for the speedo and rev counter. The 208's touchscreen multimedia system is fiddly to use on the move, although the steering wheel-mounted audio controls do help that.

Driving 4.1/5

WITH a 197bhp turbocharged 1.6-litre four-cylinder engine under the bonnet, the 208 GTi is 8bhp more powerful than its rivals here. However, the six-speed manual box has a slightly more vague shift than the MINI and VW's respective transmissions.

We managed 0-60mph in 6.8 seconds, which was identical to the less powerful Polo's sprint and matched Peugeot's claimed 0-62mph time. The Peugeot wasn't quite as fast through the gears, although a broad spread of power and a sense of urgency towards the red line meant it felt more lively than the VW.

The same can be said of how the 208 GTi handles. Peugeot has increased the front and

rear track of the GTi over the standard car, and there's plenty of grip in corners as a result. The steering feels meaty in your hands, although the small wheel does see you taking an awkward, elbows-in driving position to gain proper control. While it has quick responses, feedback is a little vague when compared to both rivals'.

Where the Peugeot really stands out is with its stability. Mid-corner bumps are shaken off without fuss, although if you do breach the limits of grip, the stability control cuts in quite abruptly. Switch off the electronic safety net, and you'll need quick responses, because while the 208 is rewarding to drive at the limit, it will break away suddenly if you are over enthusiastic with your inputs.

The 208 GTi is more enjoyable to drive than the Polo at the limit, but take it easy, and it's remarkably similar to the VW due to its surprisingly comfortable ride – it's definitely a performance car that you can live with on a daily basis. It's not quite on a par with the MINI for driving fun, but the 208 GTi is hugely capable and arguably a better all-rounder than the Polo.

Ownership 3.8/5

THERE have been electrical niggles in the past with the 208, although as it's been in production for almost three years – and a facelifted model is due later this year – you'd expect these gremlins to have been ironed out by now. The 208 did well to finish 49th in our Driver Power 2014 satisfaction survey, yet it only had an average score for reliability.

According to Euro NCAP's crash test scores, the 208 has a higher rating than the MINI, although it was tested in 2012, when the assessment wasn't quite as stringent as it is now. Still, hill hold and a speed limiter feature on the list of standard kit.

Running costs 3.8/5

THE standard 208 GTi costs £19,100, which is only £250 more than the Polo GTi, but you do get a lot more standard kit. Automatic lights and wipers, rear parking sensors, sat-nav and part-leather seats are all included – you have to add them as options on the VW. Spend an extra £850 on the Prestige model, and as well as a tweaked look, you get panoramic glass and heated seats thrown in.

We achieved 39.7mpg on test, which was ahead of both rivals here, although the stop/start system doesn't cut in as frequently as the Polo's. Road tax costs are the same for all three cars at £130, while company car costs are also level pegging between our trio.

Elsewhere, Peugeot's monthly service plan is the most expensive fixed-price scheme here, and while residuals of 45.2 per cent are easily the best for the 208 range, they lag behind the more desirable VW and MINI's.

Exterior

TESTERS' NOTES...
"It's slightly more expensive than the Polo, but the 208 GTi's longer list of standard kit makes it very tempting."

JAMES DISDALE
ROAD TEST EDITOR



Design

BRAND new headlamp design and signature rear spoiler contribute to the 208 GTi's striking look

Peugeot 208

Interior



"Hot hatch delivers great performance in a surprisingly grown-up package"



CO₂/tax
139g/km
£130 or 22%



Practicality
Boot (seats up/down)
285/1,076 litres



Performance
0-60/30-70mph
6.8/6.0 seconds



Braking
70-0/60-0/30-0mph
54.5/39.9/9.6m



Running costs
39.7mpg (on test)
£56 fill-up

208 GTi



Styling

RED trim inserts dotted throughout the cabin give the 208 GTI an upmarket, stylish feel

Wheel

PEUGEOT'S familiar, small steering wheel looks great, but you have to set it awkwardly low to see the dials

Practicality 3.5/5

THE 208 GTI has a 285-litre boot, which is the biggest on test, while the wide-opening hatch and low boot lip mean it's easy to load, too. Access to the back seats is tricky, but space is good, with more headroom than in the VW and better legroom than you'll find in the MINI – especially in the middle seat.

Up front, you may need to sit with the small steering wheel in your lap to see the dials, but there are cup-holders and decent door bins. However, one door bin will be taken up by the owner's manual, as the narrow glovebox fits in around the fuse box and isn't big enough to take it. Go for a Prestige model, and you get a panoramic glass roof, which makes the cabin feel spacious, yet doesn't cut into headroom.



TESTERS' NOTES...

"The Peugeot is still a strong contender in the fast supermini class. In some ways, it's closer in spirit to the Golf GTI than the Polo GTI. Take it easy, and the 208 is comfortable, but its lively nature when you're pressing on means it's a lot more fun to drive."

DEAN GIBSON
DEPUTY ROAD TEST EDITOR



Head-to-head

Retro design

BOTH the Polo GTI and MINI Cooper S nod to their heritage when it comes to styling. The VW's red pinstripes and GTI badge on the grille hark back to the original Golf GTI, as does the tartan cloth trim inside.

MINI's retro styling has been a constant through every generation, while the latest car features a fake bonnet scoop and the centrally mounted twin exhausts seen on previous Cooper S models.



On the road

ALL three cars are fast, but the MINI is made even better by adding the £135 optional Driving Modes function. Twist the ring mounted around the base of the gearlever to Sport mode, and the LED lights around the main instrument cluster turn red, while steering and throttle response are enhanced.



3dr or 5dr?

THE 208 GTI is only offered as a three-door, but the Polo and MINI come with three or five doors. The five-door Polo costs £630 extra, while you can save £600 on our Cooper S test car by going for the three-door. These two are offered with auto boxes, too, for £1,245 and £1,495 extra respectively.



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Figures

MINI
Cooper S 5dr

Peugeot
208 GTI

Volkswagen
Polo GTI


On the road price/total as tested	£19,255/£23,640	TLC SERVICING MINI's five-year service pack is better value than VW and Peugeot's deals, and it's transferable if you sell the car.	£19,100/£19,950		£18,850/£19,110	
Residual value (after 3yrs/36,000)	£9,108/47.3%		£8,633/45.2%		£9,972/52.9%	
Depreciation	£10,147		£10,467		£8,878	
Annual tax liability std/higher rate	£839/£1,678		£832/£1,665	SERVICING MONTHLY service costs work out at a hefty £612 over three years – more than double the MINI's five-year costs.	£821/£1,643	
Annual fuel cost (12k/20k miles)	£1,559/£2,598		£1,543/£2,572		£1,638/£2,730	
Ins. group/quote/road tax band/cost	26/£367/E/£130		33/£394/E/£130		29/£425/E/£130	
Servicing costs	£299 (5yrs/50k)		£16.99p/m (3yrs/30k)		£288 (2yrs)	ENGINE POLO GTI's 1.8-litre TSI is a pared-down version of Golf GTI's 2.0-litre turbo engine.
Length/wheelbase	4,005/2,567mm		3,962/2,538mm		3,983/2,468mm	
Height/width	1,425/1,727mm		1,460/1,739mm		1,443/1,682mm	
Engine	4cyl in-line/1,998cc		4cyl in-line/1,598cc		4cyl in-line/1,798cc	
Peak power/revs	189/4,700 bhp/rpm		197/5,800 bhp/rpm		189/4,200 bhp/rpm	
Peak torque/revs	280/1,250 Nm/rpm		275/1,700 Nm/rpm		320/1,450 Nm/rpm	BOOT SPACE CAPACITY is 76 litres down on the standard Polo's with the rear seats in place, as VW has moved the GTI's battery into the boot.
Transmission	6-spd man/fwd	TOWING ADDING a tow bar isn't an option on the Cooper S, due to the centre-exit exhaust.	6-spd man/fwd		6-spd man/fwd	
Fuel tank capacity/spare wheel	44 litres/repair kit		50 litres/space saver		45 litres/space saver	
Boot capacity (seats up/down)	278/941 litres		285/1,076 litres		204/882 litres	
Kerbweight/payload/towing weight	1,220/480kg/N/A		1,160/490/1,150kg		1,272/438/1,200kg	
Turning circle	11.0 metres		11.4 metres		10.6 metres	
Basic warranty (miles)/recovery	3yrs (unlimited)/3yrs		3yrs (unlimited)/1yr	ACCELERATION THE 208 GTI was matched by the less powerful Polo from 0-60mph, and it trailed in-gear, although it didn't feel slow.	3yrs (60,000)/1yr	OPTIONS ALCANTARA seat trim costs £955, while heated seats are part of Winter Pack. Parking sensors and cruise control are a combined option.
Service intervals/UK dealers	Variable/148		20k miles (1yr)/300		Variable/223	
Driver Power manufacturer/dealer pos.	30th/11th	NCAP RATING FOUR-star rating is down to the fact that MINI's city safety braking system is only offered as a £740 option.	14th/9th		19th/31st	
Euro NCAP: Adult/child/ped./stars	79/73/66/4 (2014)		88/78/61/5 (2012)		90/86/41/5 (2009)	
0-60/30-70mph	7.1/5.3 seconds		6.8/6.0 seconds		6.8/5.5 seconds	
30-50mph in 3rd/4th	3.0/3.8 seconds		3.1/4.1 seconds		2.8/3.6 seconds	
50-70mph in 5th/6th	5.0/7.1 seconds		5.5/6.8 seconds		4.6/5.9 seconds	
Top speed/rpm at 70mph	144mph/2,600rpm		143mph/2,500rpm	ECONOMY BEST-on-test mpg and the largest fuel tank mean the Peugeot can travel furthest between fills.	146mph/2,500rpm	
Braking 70-0/60-0/30-0mph	51.4/37.6/9.7m		54.5/39.9/9.6m		51.1/36.5/10.1m	
Noise outside/idle/30/70mph	62/54/67/72dB		62/46/61/71dB		64/54/67/73dB	
Auto Express econ (mpg/mpl)/range	39.3/8.6/380 miles	OPTIONS USB and DAB are included, while options can soon hike the price. But buyers can save on individual extras by going for the assorted packs available on the Cooper S instead.	39.7/8.7/437 miles		37.4/8.2/370 miles	
Govt urban/extra-urban/combined	36.7/58.9/47.9mpg		34.4/60.1/47.9mpg		37.2/55.4/47.1mpg	
Govt urban/extra-urban/combined	8.1/13.0/10.5mpl		7.6/13.2/10.5mpl		8.2/12.2/10.4mpl	
Actual/claimed CO ₂ /tax bracket	166/136g/km/22%		164/139g/km/22%		174/139g/km/22%	
Airbags/Isofix/park sensors/camera	Six/yes/£260/£255		Six/yes/rear/no		Six/yes/£400/£240	
Auto climate ctrl/leather/heated seats	£325/£1,075/£215		Yes/part/no		£380/£955/£360	
Auto gearbox/stability/cruise control	£1,495/yes/£215		No/yes/yes		£1,245/yes/£400	
Met paint/LED headlights/pano. glass	£475/£760/£675		£495/no/no		£540/yes/£855	
Sat-nav/USB/DAB radio/Bluetooth	£1,620/yes/yes/yes		Yes/yes/yes/yes		£700/yes/yes/yes	

Results

MINI

IF you want a fast supermini that will put a smile on your face every time, the MINI Cooper S has a fun factor that puts it ahead of its rivals here. The five-door version adds some versatility, but the three-door is just as entertaining, while both deliver efficiency that belies their performance. Just be careful with the options, as they can easily rack up the price on the forecourt.



1st

PEUGEOT

THE 208 GTI has an advantage over the Polo GTI simply because it's a more entertaining car to drive. It's sharper in corners and has a punchy power delivery, yet it can match the VW for comfort and refinement when you're taking it easy, and it's reasonably economical, too. It's marginally more expensive than the Polo, but it features a lot more standard kit.



2nd

VOLKSWAGEN

WHILE we're fans of the standard Polo, the GTI model fails to make an impact at the top of the hot hatch tree. Yes it's quick, and it's built to the same high standard as the rest of the range. But it lacks the kind of involvement that makes the Cooper S or 208 GTI such fun to drive. On top of that, the Polo isn't quite as efficient and is lacking in standard kit, so it comes third here.



3rd

Red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Polo range secrets

GTI line-up

THERE are four versions of the Polo GTI, starting with our three-door manual test car for £18,850. The five-door is £19,480 – that's £225 more than the five-door Cooper S. Both bodystyles can be had with a seven-speed DSG auto for £20,095 and £20,725 respectively.

Faster Polo?

VW won the World Rally Championship with a four-wheel-drive Polo, and it has developed a Polo R prototype to tie in with its success. It has a 250bhp 2.0-litre turbo engine and a sub-six-second 0-62mph time, but it's yet to be confirmed for production.

Worth considering...

Ford Fiesta ST

WE'VE said it before and we'll say it again, if you don't want five doors or an auto box, there's no better hot supermini than the Fiesta ST. Its sharp chassis and punchy engine will put a smile on your face, and the well specced ST-3 costs £19,395.

Skoda Fabia Estate SE L

Price: £17,385 **Engine:** 1.4-litre 3cyl, 89bhp

0-60mph: 11.7 seconds **Test economy:** 56.4mpg/12.5mpl

CO₂: 88g/km **Annual road tax:** £0

Nissan Note Tekna

Price: £17,370 **Engine:** 1.5-litre 4cyl, 89bhp

0-60mph: 11.4 seconds **Test economy:** 68.9mpg/15.3mpl

CO₂: 90g/km **Annual road tax:** £0





Flexible friends

Skoda's new Fabia Estate meets Nissan's Note in practical small car battle

AE A DECADE ago, most manufacturers had a supermini estate in their price lists, but in recent years these practical models have gradually been phased out in favour of more fashionable crossovers. However, Skoda has remained committed to the spacious small car concept, and has just pulled the wraps off its new Fabia Estate.

Now in its third generation, the versatile supermini delivers a vast 530-litre load bay and a whole host of family friendly features. It also incorporates the same sharp styling cues as its hatchback cousins, plus it promises to be every bit as good to drive and cost effective

to run. Prices start at £12,460, and here we test the 89bhp 1.4-litre TDI diesel in top-of-the-range £17,385 SE L guise.

So what other options are there if you want to maximise space and minimise running costs? With its blend of compact dimensions and MPV-inspired versatility, the Nissan Note has always stood out. Clever packaging means the British-built model can combine big saloon-rivalling rear legroom with more boot space than many family hatchbacks. And in £17,370 1.5 dCi Tekna trim, it'll cost very little to run. So which of our contenders wins this space race?

Pictures: Nathan Morgan Location: Bruntingthorpe, Leics

Road test

Skoda Fabia Estate vs Nissan Note

MODEL TESTED: Skoda Fabia 1.4 TDI SE L Estate
PRICE: £17,385 **ENGINE:** 1.4-litre 3cyl, 89bhp

AE THE latest Skoda Fabia has already impressed with its blend of space, style and value for money, and now the all-new Estate version promises to add an extra dose of practicality.

Based on the standard hatchback, the newcomer features a vast boot and an array of family friendly features. Under the skin is a familiar line-up of engines, but this is the first time we've sampled the 1.4-litre TDI diesel, which we test here in £17,385 SE L guise.

Styling 3.7/5

THE previous-generation Fabia Estate was sensible rather than stylish, but Skoda has attempted to give its replacement a more distinctive look. From the nose through to the C-pillars, the Fabia uses the same sheetmetal as the five-door model, but beyond this point the Estate is all new.

Happily, Skoda's designers have done a good job of integrating the longer rear overhang and roofline, plus the extra side windows. SE models and above get roof rails as standard, while our SE L test car was given extra kerb appeal courtesy of its vivid Sprint Yellow paint finish and £200 16-inch gloss black alloys. Overall, the Estate is far more dynamic than before, and it looks more upmarket than the slightly bland Nissan.

The smart styling continues inside, where the Fabia maintains its advantage over the Note. Piano black trim inserts help give the neatly designed dashboard a lift, while the dials, climate control and standard touchscreen have a simple, easy-to-use layout with robust switchgear.

The cabin feels solidly constructed and should be more than up to the rough and tumble of family life. However, while the interior is tough, there are hardly any soft-touch plastics – although it's no worse than the Nissan in this respect. On the plus side, the soft leather covering the steering wheel and gearlever looks and feels good.

There's plenty of kit, too. Our SE L model benefited from climate control, Bluetooth phone connection, reversing sensors and a DAB radio. However, there's no option to fit a sat-nav. Instead you have to use the standard MirrorLink system which mimics the display of your Android phone on the central infotainment screen.

Driving 3.7/5

ON the move, the Fabia Estate feels like its hatchback cousin. That means it responds eagerly to your inputs, turning into corners sharply and benefiting from plenty of grip. The steering is also positive and well weighted,

“It's far more dynamic than before, and looks more upmarket than the bland Nissan”

and while there's more body roll than in the Nissan, the Skoda's suspension does a good job of controlling any wayward movement.

Better still, the extra weight of the Estate body has helped smooth out the Fabia's ride, and it's more composed over bumps than the firmer Note. Wind and road noise are also better suppressed in the Skoda.

Yet this good work is undone by the car's 1.4-litre diesel. The three-cylinder clatters noisily into life, has a rough idle and sounds strained when extended. It also sends vibrations through the gearlever and pedals, particularly when you apply the throttle at low revs in the higher gears. Still, it makes up for this lack of manners with decent performance.

It couldn't quite match the bigger-engined Note in the sprint from 0-60mph, but the Fabia was more responsive in-gear, helped by its healthy 230Nm torque output. In the real world, the Skoda feels more responsive than the Nissan, although its narrower power band means you have to make plenty of use of the slick and precise five-speed manual gearbox.

Practicality 4.7/5

THE old Fabia Estate wasn't exactly short of space, but the new model is roomier still. With the seats in place there's a huge 530-litre carrying capacity, which is 119 litres more than in the Note. The rear bench doesn't fold totally flat, but with the 60:40 arrangement lowered there's a useful 1,395 litres available.

Yet there's more to the Skoda's boot than ultimate space. For instance, there are two large bins above each wheelarch, a pair of extremely sturdy shopping bag hooks and a 12V power supply. However, you'll have to pay £110 extra for a variable boot floor.

Unlike the Note, there's no sliding rear bench in the Fabia, and the central transmission tunnel eats into floor space. Even so, there's decent legroom and plenty of headroom. Elsewhere, the cabin is full of useful storage, such as drawers under the front seats, large door bins and cup-holders ahead of the gearlever. There's also the option of a £65 Simply Clever storage pack that adds a boot net and waste bin for the front door pocket.

Running costs 4.1/5

ONLY £15 separates our contenders on price, with the £17,385 Fabia costing a fraction more than its rival. The cars get a similar amount of kit, although Skoda does offer greater scope for customisation, with more colours and styling add-ons.

Claimed CO₂ emissions of 88g/km are 2g/km lower than the Note's, but both cars qualify for free road tax and business users will face identical Benefit in Kind bills.

Standard stop/start helped the Fabia return a healthy 56.4mpg at the pumps – although the TDI engine sends a shudder through the car every time it shuts down and starts up. Elsewhere, Skoda's servicing pack covers three years' scheduled maintenance for just £479, while our experts predict the car will retain 46.7 per cent of its value after three years.

Exterior



TESTER'S NOTES...
“Steer clear of the clattery diesel engine and the Fabia is a cost-effective alternative to traditional compact family hatchbacks.”

JAMES DISDALE
ROAD TEST EDITOR



Skoda Fabia

Interior





New look

FABIA Estate shares most of its bodywork with the hatch, save for the roof rails and extended rear end. Rear overhang blends in well, and SE models up get roof rails as standard. Our car stands out with £200 gloss-black alloys and Sprint Yellow paint



ia Estate



CO₂/tax
88g/km
£0 or 14%



Practicality
Boot (seats up/down)
530/1,395 litres



Performance
0-60/30-70mph
11.7/12.8 seconds



Braking
70-0/60-0/30-0mph
48.3/35.2/9.0m



Running costs
56.4mpg (on test)
£53 fill-up



TESTERS' NOTES...

"The Skoda's touchscreen infotainment system is a doddle to use, but despite repeated attempts, we couldn't get MirrorLink function to work."

DEAN GIBSON

DEPUTY ROAD TEST EDITOR



Sat-nav

THERE'S no option to fit a sat-nav – you sync your Android phone to the MirrorLink set-up on the central screen

Materials

AS in the Nissan, the cabin doesn't get many soft-touch plastics, but leather on the wheel and gearlever gives more upmarket feel



Ownership 4.5/5

IN recent years, Skoda has dominated our Driver Power satisfaction surveys, and in 2014 the brand's cars took the first three places. This latest Fabia is too new to have featured in the poll, but it shares many of its components with newer, more successful Skodas, meaning the brand can expect a strong result for the car in future surveys.

Euro NCAP has awarded the hatchback five stars, and there's no reason to suggest the Estate should fare any differently. All versions get six airbags, stability control and seatbelt reminders, while SE models have low-speed collision avoidance kit. A driver fatigue sensor is also a £50 option on SE and SE L models.

Even so, the Skoda can't match the Safety Shield-equipped Nissan for hi-tech driver aids.

Road test

Skoda Fabia Estate vs Nissan Note

MODEL TESTED: Nissan Note 1.5 dCi Tekna
PRICE: £17,370 **ENGINE:** 1.5-litre 4cyl, 89bhp

AE THE Nissan Note has always gone its own way. With its supermini dimensions and MPV styling cues, the British-built machine aims to combine unrivalled practicality with low running costs.

The second-generation model, launched in 2013, added a dash of driving fun to the mix, while the brand's cutting-edge Safety Shield technology promises extra peace of mind. Here we test the Note in flagship Tekna trim, and with the frugal 1.5 dCi diesel.

Styling 3.7/5

YOU'D struggle to call the Note distinctive, but its MPV-inspired 'one box' design means it still manages to stand out from the supermini crowd. With its soft curves and rounded edges the Nissan looks softer and less aggressive than the Skoda, while its boxy proportions and upright tailgate hint at the roomy interior.

Entry-level models make do with black door handles and mirror housings, but other versions get body-coloured items. Our range-topping Tekna test car benefits from 16-inch alloys, splashes of chrome trim and rear privacy glass. The car in our pictures is an ntec Style, which features a sporty bodykit. You can add the same racy additions to the Tekna we tested for an extra £500.

The straightforward design approach continues inside. The major ventilation and infotainment controls are grouped together on the gloss-black centre console, while the white backlit dials add a touch of class. Unfortunately, any upmarket aspirations are undermined by the use of cheap-feeling plastics throughout the interior. And while it all feels well screwed together, our test car did develop a rattle behind the dashboard.

Still, there will be few complaints about the amount of standard kit. All versions get Bluetooth connectivity, a USB port and cruise control, while Tekna models benefit from keyless entry, sat-nav, a DAB radio and a surround view camera system.

Driving 3.5/5

NISSAN has taken time to fine-tune the Note on European roads, and it feels reasonably agile and poised as a result. The wheel-at-each-corner stance results in strong stability, there's less body roll than in the Fabia and the steering is accurate – although it suffers from kickback over rough surfaces. And while the Note doesn't have as much grip as the Skoda, it always feels safe and predictable.

The Note has the upper hand over the Fabia when it comes to the engine. While there's little to separate our duo for outright

"The Note has the upper hand over the Fabia when it comes to the engine"

performance, the Nissan's four-cylinder unit is far more refined – it's quieter at idle and sounds less strained when extended. Better still, it's linked to a precise five-speed manual gearbox – although unlike the Skoda there's no option for an automatic transmission.

Compact dimensions, excellent visibility and light controls help make the Note a doddle to drive around town, while the Tekna's standard surround view camera system helps take the strain out of parking in the tightest spaces. In fact, it's only on the motorway where the Nissan struggles. The firm ride gets fidgety and there's more wind noise than in the Skoda.

Practicality 4.5/5

IT can't match the Fabia for boot space, but the cleverly packaged Note is still a very practical choice. The large, wide-opening doors make entry easy, while the big windows help create an airy ambience. And although there's no height adjustment for the steering, the high-set driving position is comfortable.

However, the Note's party trick is its sliding rear bench, which allows you to choose between executive car-rivalling rear legroom or a generously sized 411-litre load bay – in this latter configuration there's very little space for occupants in the back, though. Fold the rear bench and you'll find its boxy shape pays dividends because there's a Skoda-beating maximum capacity of 1,495 litres.

The boot also benefits from the brand's Flexiboard system, which can be used as either a load divider to stop shopping rolling around, or to raise the height of the boot floor to create a flat load area with the seats folded down. Lift the floor and you'll find a usefully deep, tough plastic-lined cubby. There are also a couple of shopping bag hooks and a 12V power supply.

Elsewhere in the cabin you'll find a number of practical touches, including a spacious double-decker glovebox and a number of cup-holders, including a pair hidden in the rear seat's centre armrest. The only real black mark is reserved for the door pockets, which are narrow and tricky to access on the move.

Running costs 4.3/5

YOU'D expect a small diesel-engined car to be cheap to run, and the Nissan doesn't disappoint. In flagship £17,370 Tekna trim it's not a bargain-basement choice, but it comes loaded with standard kit and benefits from decent predicted residuals of 45.4 per cent.

Better still, the 1.5-litre diesel emits just 90g/km, so private buyers won't pay a penny towards road fund licence and business users will face low Benefit in Kind bills. The engine is very frugal, too, returning an impressive 68.9mpg in our hands. If you want to improve economy further, the Eco function bathes the dials in a blue light that varies in brightness depending on how efficiently you're driving.

Servicing costs for the Note are also reasonable, with three trips to the dealer costing £567 – although this is nearly £100 more than Skoda's pre-paid deal.

Exterior



TESTERS' NOTES...

"When the Note made its debut in 2013, Nissan made bold claims about the car's fun driving dynamics. Yet it's never managed to entertain like a Ford Fiesta or a Mazda 2. We'd love to see a Nismo version, though."

DEAN GIBSON

DEPUTY ROAD TEST EDITOR



Nissan Note

Interior



**CO₂/tax**90g/km
E0 or 14%**Practicality**Boot (seats up/down)
325-411/1,495 litres**Performance**0-60/30-70mph
11.4/11.7 seconds**Braking**70-0/60-0/30-0mph
50.4/36.5/9.1m**Running costs**68.9mpg (on test)
£49 fill-up**TESTERS' NOTES...**

"If you spend more time carrying people than luggage, the Note deserves a second look. It has more legroom than some luxury saloons."

JAMES DISALE
ROAD TEST EDITOR



te

**Kit**

ALL models get Bluetooth, cruise control and a USB port, while Tekna trim comes with standard sat-nav

Console

GLOSS-black centre console is a stylish touch, but there's a lot of cheap-feeling plastic in the cabin

Ownership 4.0/5

THE Nissan Note didn't feature in our Driver Power 2014 satisfaction survey, but it should be a dependable choice. Many of its underpinnings are shared with the robust Micra, while the 1.5-litre dCi is a tried and tested Renault-sourced unit. However, if something does go wrong, you won't be able to rely on the same level of customer service as a Skoda owner – Nissan's dealers finished our poll in 25th place.

A four-star Euro NCAP score means the Note also has to give best to the Skoda in the safety stakes. Even so, our range-topping Tekna test car benefited from Nissan's Safety Shield technology, which includes handy features such as blind spot monitoring, lane departure warning and cross traffic alert.

**Head-to-head****Space race**

THE Skoda looks to have a decisive advantage in this encounter. With the rear seats in place there's a 530-litre load bay – that's 119 litres more than in Nissan, even with its sliding bench pushed far forward.

However, fold the seats flat and the Note holds 1,495 litres, while the Fabia accommodates only 1,395 litres. Plus, the Nissan's false floor creates a flat load area (below); to get the same effect in the Fabia, you pay £110 for the variable boot floor.

**Touchscreens**

ALL Fabias get a slick touchscreen infotainment system. However, there's no sat-nav option; instead you use MirrorLink software to beam route-finding instructions and maps from your Android phone. The Note's NissanConnect screen is smaller and looks dated, but does feature sat-nav as standard.

**Engines**

SKODA and Nissan have taken different approaches with their diesel engines. The Fabia's 1.4-litre TDI features three cylinders and twin overhead camshafts, and meets Euro 6 emissions standards. The Note's 1.5-litre four-cylinder from Renault features a single cam and only meets Euro 5 levels.

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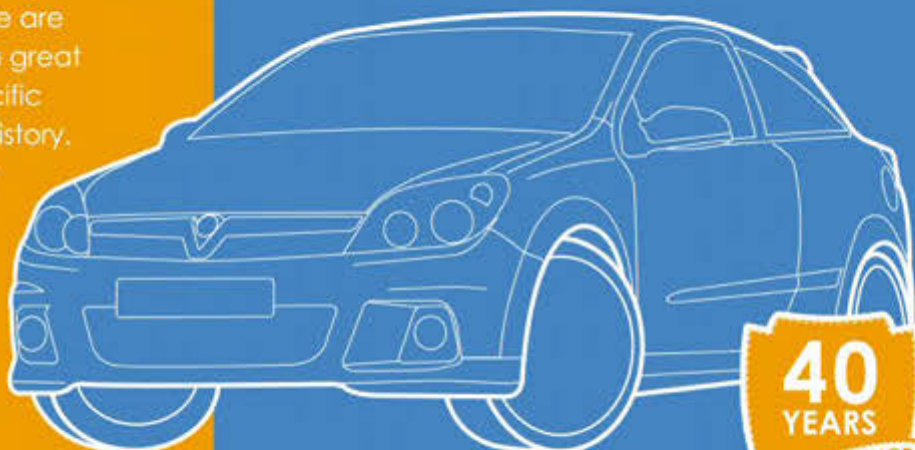


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Figures

**Skoda Fabia
1.4 TDI SE L
Estate**



**Nissan Note
1.5 dCi Tekna**



On-the-road price/total as tested	£17,385/£18,780		£17,370/£17,370
Residual value (after 3yrs/30,000)	£8,119/46.7%		£7,886/45.4%
Depreciation	£9,266	RUNNING COSTS THERE'S little to separate the Fabia and Note on residuals, but Skoda's servicing pack is cheaper than Nissan's plan.	£9,484
Annual tax liability std/higher rate	£485/£971		£485/£970
Annual fuel cost (12k/20k miles)	£1,145/£1,908		£937/£1,561
Ins. group/quote/road tax band/cost	11/£314/A/£0		9/£288/A/£0
Cost of 1st/2nd/3rd service	£479 (3yrs/30k miles)		£159/£249/£159
Length/wheelbase	4,257/2,470mm	SIZE MATTERS IT'S longer and wider than the Note, yet new car's wheelbase is shorter. While this has an impact on legroom in the rear, there's still space for adult passengers.	4,100/2,600mm
Height/width	1,488/1,732mm		1,530/1,695mm
Engine	3cyl in-line/1,422cc		4cyl in-line/1,461cc
Peak power	89/3,000 bhp/rpm		89/4,000 bhp/rpm
Peak torque	230/1,750 Nm/rpm		200/1,750 Nm/rpm
Transmission	5-spd man/fwd	SLIDING SEAT NEAT movable rear bench lets you choose between maximum boot space or executive car-rivalling rear legroom.	5-spd man/fwd
Fuel tank capacity/spare wheel	45 litres/foam		41 litres/foam
Boot capacity (seats up/down)	530/1,395 litres		325-411/1,495 litres
Kerbweight/payload/towing weight	1,105/530/1,100kg		1,132/415/450kg
Turning circle/drag coefficient	9.8 metres/0.31Cd		10.7 metres/0.30Cd
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs	SAFETY EURO NCAP awarded Note just a four-star rating, but Tekna comes with lots of safety kit, including lane departure warning, a surround view camera and blind spot monitoring.	3yrs (60,000)/3yrs
Service intervals/UK dealers	Variable/135		18,000 miles (1yr)/225
Driver Power manufacturer/dealer pos.	1st/4th		22nd/25th
Euro NCAP: Adult/child/ped./stars	81/81/69/69/5*		86/82/58/70/4
0-60/30-70mph	11.7/12.8 secs	ENGINE NOISE THREE-cylinder diesel delivers decent punch, but it's noisy. Our figures show it's much more intrusive than Nissan's engine at 30mph.	11.4/11.7 secs
30-50mph in 3rd/4th	4.7/8.2 secs		4.9/7.2 secs
50-70mph in 5th	11.9 secs		12.3 secs
Top speed/rpm at 70mph	114mph/2,100rpm		111mph/2,100rpm
Braking 70-0/60-0/30-0mph	48.3/35.2/9.0m		50.4/36.5/9.1m
Noise levels outside/idle/30/70mph	77/60/67/72dB	OPTIONS THE Skoda isn't as well equipped – there's no sat-nav – but it has more options, including £65 Simply Clever Pack that adds a waste bin, boot net and a holder for smartphones.	77/55/54/74dB
Auto Express econ (mpg/mpl)/range	56.4/12.5/558 miles		68.9/15.3/621 miles
Govt urban/extra-urban/combined	70.6/91.1/83.1 mpg		67.3/88.3/80.7 mpg
Govt urban/extra-urban/combined	15.5/20.0/18.3mpl		14.8/19.4/17.8mpl
Actual/claimed CO ₂ /tax bracket	134/88g/km/14%		110/90g/km/14%
Airbags/Isofix/park sensors/camera	Six/yes/yes/no	EQUIPMENT FLAGSHIP Tekna comes with all the kit you'll need, which is a good thing as the £500 metallic paint is the only option. You can't even add an auto gearbox.	Six/yes/no/yes
Auto gearbox/stability/cruise control	£1,000/yes/yes		No/no/yes
Climate control/leather/heated seats	Yes/no/ £180		Yes/part/no
Met paint/xenon lights/keyless entry	£535/no/ £160		£500 /no/yes
Sat-nav/USB/DAB radio/Bluetooth	No/yes/yes/yes		Yes/yes/yes/yes

Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk

carbuyer
.co.uk

THE Fabia Estate has only just hit showrooms, so there aren't yet any official finance deals from Skoda.

However, it's likely the brand will roll out the same personal contract plan that's currently available on hatchback versions. This features a £500 deposit contribution and an attractive APR of 4.9 per cent, plus the opportunity to bundle in three years' servicing for just £99.

Nissan doesn't have any offers for the diesel-powered Note, but there are some tempting zero per cent finance deals if you want a petrol version.

A 1.2 ntec can be yours for £179 per month over two years with a deposit of £4,297 and an optional final payment of £6,772. Free scheduled maintenance is included for two years, too.

If you're a cash buyer, then there are even bigger savings to be made on a Note via an online broker, with buyacar.co.uk able to source a 1.5 dCi Tekna for £10,295 – a huge discount of £7,075.

There's less scope for a price cut on the newer Fabia – the best deal we found was from broadspeed.com, which offers to knock £749 off our 1.4 TDI SE L test car.

Results

FABIA

If you're looking for the greatest carrying capacity for your cash, then the Fabia Estate takes some beating. Its 530-litre boot shames models from the class above, plus it's packed with neat storage solutions. The Skoda is also good to drive, while its no nonsense cabin is well equipped and feels a cut above the Nissan's for quality. The three-cylinder diesel is noisy, but it's a punchy performer and costs peanuts to run.



1st

NOTE

If you frequently carry rear seat passengers, then the spacious Note deserves a second look. At the heart of the Nissan's appeal is its brilliantly packaged interior that allows you to choose between extra legroom in the back or a bigger boot. There's also plenty of standard kit. Unfortunately, the Note doesn't feel as grown-up to drive as its rival – although its diesel engine is more refined.



2nd

*Results for Fabia hatchback. In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Skoda Fabia range secrets

Practical touches?

HANDY roof bars are standard on SE and SE L models, and can be added to the S for £200. All versions can be specified with the £110 variable boot floor, while the clever £180 bike carrier uses hooks in the load bay floor to create a secure mounting for a pair of bicycles.

Fabia line-up?

THE Estate range mirrors the hatchback's, meaning you can pick from S, SE and SE L trim levels. There's also an identical choice of engines, so you get a choice of 1.0-litre three-cylinder and 1.2-litre turbo petrols, plus the 1.4-litre TDI diesel tested here.

Worth considering...

SEAT Ibiza ST

ESTATE version of the SEAT Ibiza can't match the Fabia for practicality, as it has a 430-litre boot, plus its cabin feels low rent. However, the ST is reasonably priced, well equipped and there's the option of a warm 138bhp 1.4-litre TSI FR that claims 0-62mph in 8.1 seconds.



What do you think?
Tell us about your car
www.autoexpress.co.uk/driverpower



INTERIOR Simple cabin is spacious and charming. Most functions can be operated through the touchscreen, plus there's plenty of storage

GOOD & BAD POINTS...

"Refreshing to see the Cactus' comfort and refinement haven't been compromised by engineering a sporty edge into the package"

Essentials



AIRBUMPS Rubber material with pockets of air sit on the doors and corners. This essentially bubble-wraps the car, as the surface is resistant to nicks and scratches



PRACTICALITY Cactus' rear bench can comfortably seat three passengers; boot space of 358 litres rises to a Juke-rivalling 1,170 litres with the seats folded

Citroen C4 Cactus 1.2 PureTech 110 Flair

On fleet since: March 2015

Price: £17,290

Engine: 1.2-litre 4cyl, 109bhp

CO₂/tax: 107g/km/£20

Options: Blue Lagoon paint (£250), thermally insulated panoramic sunroof (£425), space-saver spare wheel (£75), City Park Pack (£325), Citroen eTouch emergency and assistance system (£250), Gloss Black rear insert with Grey Cactus lettering (£0)

Insurance*: Group: 16 Quote: £345

Mileage/mpg: 806/47.2mpg

Any problems? None so far

*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.

Thanks to: Riverside Nursery, Hockley, Essex (01702 201100, www.riversidenursery.net)



Citroen

FIRST REPORT Qu



Stuart Milne
Stuart_Milne@dennis.co.uk
@stuartmilne

AE WE often criticise cars for their anonymous styling, but that's not something you can level at the Citroen C4 Cactus. Inside and out, the hatchback oozes personality and the brand's new-found confidence. Citroen back to its quirky best? Quite possibly.

The biggest talking points are the Airbumps, which are dotted around the body. They've been described to me as Lego bricks and bumper-car deflectors among other things, but for me, they're a tacit acknowledgement that this is a car that'll spend most of its life around town – or in this case, garden centres.

The ability to shrug off the attentions of shopping trolleys and carelessly swung car doors is important, so why not make a virtue of it?

There are Airbumps on all four corners, and tough-looking plastic cladding over the wheelarches and

at the front and rear, and they give the car an air of SUV. In reality, though, it's nothing of the sort.

The Cactus is suited to tarmac, although its pliant suspension means that it doesn't really matter whether the road surface is rough or smooth – very little breaks the calm ambience in the cabin. That's got a lot to do with the car being aimed at a very specific buyer: one who's more interested in smooth and quiet operation than how quickly it can conquer a series of bends.

The 9.3-second sprint time from 0-62mph isn't exactly blistering, but the 1.2-litre engine is keen to rev and far quieter than some other three-cylinders out there. I've not come close to the claimed economy figure of 60.1mpg,

but nearly 50mpg isn't bad for an engine that's yet to be run in.

Less impressive is the manual box. I'm not concerned that it's only got five gears instead of the more usual six; in fact, given that the Cactus spends most of its life around town, I rather like it. My main gripe is that the shift lacks the precision you'd find in the Nissan Juke or Skoda Yeti. There's a lot of play in the change, and it feels like there's a long throw between the gears.

The interior, however, is a spacious delight. Almost all of the controls are operated through a touchscreen, and a second screen provides a digital speed and other driving-related readouts.

It's a masterclass in how to remove unnecessary clutter. By moving the

"Inside and out, Cactus oozes personality and the brand's new-found confidence"





TESTERS' NOTES...

"The C4 Cactus is proof that Citroen has rediscovered its flair. It's a modern-day version of the legendary 2CV."

JAMES DISALE
ROAD TEST EDITOR



en C4 Cactus

irky hatch is growing on us with its character and practicality



CO₂/tax
107g/km
£20 or 14%



Practicality
Boot (seats up/down)
358/1,170 litres



Performance
0-62mph/top speed
9.3 seconds/117mph



Pete Gibson

passenger airbag to the roof, a huge glovebox has been made available. This is a rarity in a French car, as a fuse box often eats into available space.

At £17,290, this PureTech 110 Flair is at the higher end of the C4 Cactus price range, although the addition of a panoramic glass roof, automatic parking and a system which automatically calls the emergency services in a crash have boosted the price here to £18,615. One less glamorous extra is a space-saver spare wheel in place of the standard-fit tyre foam. For someone who's had lots of misfortune with these, it's £75 well spent.

Even though it's not been on sale for very long, I've spotted enough on the road to see that the Cactus is already a hit with the Citroen faithful. Plus, my first month with the car tells me its appeal might be far wider than that.

MY RATING ★★★★★



EQUIPMENT Five-speed manual box isn't as precise as rivals' units, while space-saver spare wheel is a £75 option



GOOD & BAD POINTS...

"Our original TT was replaced by white model after stop/start problem – but TTS has stolen its thunder as the most extrovert TT in range"

"I haven't yet found a situation where the TT doesn't shine – it's agile, swift and hushed"

Audi TT



CO₂/tax

149g/km
£145 or 22%



Practicality

Boot (seats up/down)
305/712 litres



Running costs

32.1mpg (on test)
£59 fill-up

SECOND REPORT We've got a new TT, but can it match up to flagship TTS Coupé?



James Batchelor

James.Batchelor@dennis.co.uk
@JRRBatchelor

AE IN the world of Audi TT ownership, the badge means everything. Until now, I've been driving around in the fastest and most expensive version of the German coupé, and have felt pretty pleased with myself. But now there's a new one that's louder (in colour), faster and sounds better when you tell people what you're driving these days. It's the TTS of course, driven on Page 43.

So is this the TT to go for? More importantly, though, is it time to throw my toys out of the pram and sulk about not having the best model anymore?

Firstly, it's simply a relief that I have a TT that allows me to enjoy all of the attention it gets from passers-by. You may have noticed my Audi has changed colour from my last report. £545 Scuba Blue has made way for the equally expensive Glacier White – and that's because it's a brand new car. Audi finally held its hands up in February and took the troublesome

blue TT away to investigate the failing stop/start system, and replaced it with another. Apart from the colour, it's identical, including £10,000 worth of kit.

It's all desirable stuff, though – my personal highlights are the LED Matrix headlights, quilted grey leather seats, which are heated (great for my aching back) and the Comfort and Sound Package (which adds, among other bits, a Bang & Olufsen sound system and climate control with digital displays in the vents).

Better still, this new TT gets the same 2.0-litre turbocharged petrol engine and, with 227bhp, it booms and barks its way to 62mph in just 5.3 seconds, helped by the six-speed S tronic automatic box that races through upshifts and blips the throttle on downchanges.

I haven't yet found a situation where the TT doesn't shine – in cities it's agile, in the country it's swift and on the motorway it's hushed. Hit 'Efficiency' on the Audi Drive Select system and it even coasts on the motorway if you lift off, saving pounds at the pumps. We've also



CABIN Heated grey Nappa leather sports seats are a £1,390 option, and have proven a welcome relief for our man's painful back. Build quality is exceptional, as you'd expect of an Audi, while everything is logically laid out

Essentials

Audi TT Coupe 2.0 TFSI quattro S line S tronic

On fleet since: February

Price new: £35,335

Engine: 2.0-litre 4cyl, 227bhp

CO₂/tax: 149g/km/£145

Options: Metallic paint (£545), Nappa sports seats (£1,390), LEDs (£945), Comfort and Sound package (£1,590), Technology Package with Audi Connect (£1,795), electric front seats (£995), Audi Phone Box (£325), Winter Pack (£1,568)

Insurance*: Group: 38, Quote: £435

Mileage/mpg: 6,898/32.1mpg

Any problems? None so far

*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.



EQUIPMENT £10,000 worth of extras include digital displays in the air vents and impressive Bang & Olufsen sound system



ON THE ROAD Audi's 227bhp 2.0-litre turbo petrol propels the TT from 0-62mph in only 5.3 seconds, aided by the six-speed S tronic automatic box. The engine makes a mighty noise, too



got Audi's Winter tyre package, which for £1,568 replaces the car's optional 20-inch alloys with classically styled 17-inch wheels and intricately patterned Dunlop winter tyres.

Sadly, this winter has been too mild to experience how good they are and has held the TT back a bit – those swift country roads have been a haven for sliding due to the tyres getting too warm. Summer rubber is on the way.

Despite this, I'd rather have our TT than the TTS. It costs roughly £5,000 more, yet the extra 79bhp only really



makes itself known under hard acceleration, and while the TTS comes in a similar hue to my favourite pair of trousers, the quattro 230 has more than enough power at its disposal for most buyers. Yet some will just have to have the latest TT regardless.

And you can't really blame them, as it does have undeniable appeal. For the time being, though, our TT is more than good enough – especially now we have one that's problem-free.

MY RATING ★★★★★

WHEELS

Our car was fitted with the Winter Pack, which includes Dunlop winter tyres. But mild weather didn't really show them in the best light

Fleetwatch



Hyundai i10

WE'RE used to seeing measly economy figures from the city-bound cars on our fleet, but news reporter Lawrence Allan didn't expect anything quite this bad from our Hyundai i10.

Initially, he wasn't impressed when he read 30mpg average economy on the trip screen, yet he was even more startled when he leaned in to see a decimal point between the numbers!

Lawrence took the i10 to the countryside for the weekend, and the figure increased to a heady 4.3mpg, but brimming the fuel tank showed nearer 50mpg.

We suspect there might be an issue with the screen or a fuel sensor.

Other than this minor glitch, the i10 has proven capable in almost every situation, and is a lot more adept on the motorway than a city car has any right to be.

Fiat Panda Cross

PUTTING the clocks back or forward is a brilliant test of how easy it is to change a car's dashboard clock – but the recent switch to British Summer Time proved fiddly in our Fiat Panda Cross. In fact, we had to consult the manual.

The clock sits in the trip display between the dials, but there are no buttons close by to change it. Instead you press the Setup button in the middle of the stereo, then use the buttons on either side – which also adjust the headlights up and down – to navigate through menus on the dash. Confusing...

Our fleet

Audi TT

Issue 1,359

BMW i3

Issues 1,338, 1,353, 1,362

Citroen C4 Cactus

New arrival

Fiat Panda Cross

Issue 1,359

Ford Transit

Issue 1,363

Hyundai i10

Issues 1,332, 1,338, 1,348, 1,357

Kia Soul EV

Issues 1,350, 1,360

Lexus NX 300h

New arrival

MINI Cooper D 5dr

Issues 1,346, 1,352, 1,360

Peugeot 308 SW

Issues 1,342, 1,356

Range Rover Sport

Issues 1,356, 1,363

Renault Twingo

New arrival

SEAT Leon SC Cupra

Issues 1,353, 1,364

Skoda Superb Estate

Issues 1,347, 1,358, 1,362

Suzuki Swift

Issue 1,358

Vauxhall Corsa

Issues 1,354, 1,361

Volkswagen Golf GTI

Issues 1,320, 1,332, 1,341, 1,352, 1,364



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THIS WEEK'S HOT KIT

NEED TO KNOW...
"Heavy-duty stake pegs are included with all three options to help keep the shelters secure during strong winds"



RRP FROM £275.94

Handy garages pop up

NEW PRODUCT

Sealey Heavy Duty Shelters

Price: From £275.94 (CPS01)

Contact: 01284 757500, www.sealey.co.uk

AE NOT all drivers are lucky enough to have a garage to store their car in. But whether you want to keep a classic in mint condition or protect a new car from the elements, a temporary shelter can be the answer – and Sealey has a new range.

There are three size options to suit everything from small sports cars to larger 4x4s, and each is made with a tarpaulin-like plastic that stretches over a steel framework. The materials used are UV resistant, so the tri-layer fabric shouldn't lose colour or strength when exposed to the sun, and contents should be protected from the elements.

Kicking off the range is the CPS01, which is claimed to be big enough for small vehicles with room to spare for other tools and accessories. This measures three metres wide, 5.1m long and 2.4m tall at its highest point, taking into account its pitched roof. In Sealey's latest promotion, valid until 31 May, this has an RRP of £275.94 – reduced from £323.94. The CPS02 is the next size up (3.3 x 7.5 x 2.9m) and is

suitable for storing larger cars, with extra room in the shelter for other items. This currently has a sale price of £407.94, reduced from £474.94.

Completing the range is the CPS03. It's the largest in size at 4.0 x 6.0 x 3.1m, but it isn't the most expensive, as it's now priced at £359.94. It usually costs £419.94.

A wide roll-up zip door provides access to the CPS01 and CPS02, while the CPS03 has doors at either end. Each shelter also features a 'dirt skirt', which protects against strong crosswinds and stops loose muck from being blown in.



F1-inspired watches are go

NEW PRODUCT

Casio Edifice watches

RRP: From £175 (EFR-543RBP and EFR-544RP)

Contact: www.casioonline.co.uk

CASIO has expanded its range of Infiniti Red Bull Racing-branded Edifice series watches, adding to the new ERA-300RB-1AER we revealed in Issue 1,360. There are now six new watches available.

Each model has a limited edition production run, so the Formula One-inspired timepieces are expected to be popular among race fans as every watch includes nods to motorsport.

Kicking off the Edifice range are the EFR-543RBP and EFR-544RP, at £175 each. These share stainless steel cases, water resistant and stopwatch functions – the main difference being the former is black

and the latter silver. Slightly more expensive at £200 is the EFR-543RBM, finished in black with the same features as the cheaper Casio watches.

The EFR-542RBM adds world time adjustment and water resistance to 10 Bar for £330, while the EFR-541SBRB-1A features sapphire glass as part of its face for £390. Pick of the range is the EQB-510RBM, which packs all the features of the cheaper models and adds a Bluetooth smartphone link and a solar-powered battery.



NEED TO KNOW...
"Bluetooth function allows watch to sync with smartphone to give time in 300 cities worldwide"



Henry Willis

Got a query?

Henry_Willis@dennis.co.uk
@WineryHills

Q Versatile drill for DIY jobs

MY garage needs an overhaul, and the first thing on my to-do list is to install some shelves for my tools. I need a drill for this – and one that I can also use for machine polishing, too. What do you recommend?
George Capel, E-mail

A A CORDLESS drill is a good idea – they're versatile for everything from the kind of DIY tasks you mention to taking the hard work out of jobs on the car, like polishing. The Black & Decker EGBHP188K was the Best Buy in our Issue 1,331 test. We spotted it for £84.99 as we went to press. See blackanddecker.co.uk.

Q Missing nut for tyre swap

I WANT to take the winter tyres off my car, and switch back to the summer tyres I've been storing in my garage. But I've lost the locking wheel nut key. Is there any way I can still do this without the expense of visiting a garage?
Miriam Walls, E-mail

A IT'S still possible to do it, with the locking Wheel Nut Remover from Laser (£16.99 RRP, lasertools.co.uk). However, you'll need to replace the nut once it's off because the tool damages it – although the wheel is left unscathed. We've not tested this product, but Laser assures us that it works with most cars. It's meant to be used with an air gun, so unless you have the tools it could still be best to visit a garage.

TOP TIPS Breathalyser on hand



IF you're planning a Continental holiday this spring or summer, be aware that it's still the law to carry a breathalyser when driving in France. Alcosense claims motorists have forgotten about the rule, in force since 2012. Stay on the right side of the law and equip yourself before heading off. A twin pack of single-use units costs £5.99 at alcosense.co.uk.



NEED TO KNOW...
“The AG71A’s rotating brush is great on fabrics with ingrained dirt. It also has a smoother side to use on flat surfaces”

PRICE £44.99

Vac’s a sucker for dirt

FIRST TEST

AEG AG71A Rapid Clean

Best price: £44.99 Rating: ★★ ★

Contact: 03445 611 611, www.aeg.co.uk

Henry Willis

AE HANDHELD vacuum cleaners are ideal for getting rid of dirt inside a car. They’re small and easy to manoeuvre around compact cabins – and AEG’s new AG71A Rapid Clean is no exception.

We made a mess inside the Renault Twingo on our fleet to see just how well the AEG can clean up when faced with food such as biscuit crumbs and sugar, as well as dried-on mud and grime.

The AG71A is mains-powered, and we wondered how it would compare with the best cordless options we

rated in our Issue 1,354 group test. But the six-metre cable is a great feature, and this vac does offer inexhaustible cleaning for drivers.

The AG71A is light at around 3.2kg, yet weighty enough to control – with easy handling being an essential part of our testing criteria. The AEG’s handle ensures a comfortable grip either when holding the vac to use the floor head on seats and parcel shelves, or in the air with bundled extension accessories.

The AG71A’s floor head is one of its key features, in that it rotates to suit the kind of surface it’s working on. It sucks from either of two points for fabric or flat conditions – we found the brush handy for agitating ingrained dirt before the vacuum cleared it. You have to rotate

the brush manually, but this is easy to do and makes a big difference.

Its sucking strength was generally good, as the more powerful of the two speeds eventually dealt with our mess, albeit with the crevice tool for concentrated power.

And because of this, we wish the floor head had a more refined and narrower shape like many cordless vacs. This also only comes with one crevice tool (above).

The vac also filled up quicker than we expected, although the bagless design meant it was simple to empty the contents. You should be able to find this cheaper than most cordless vacs, which makes it a worthwhile purchase at the right price. Just don’t expect the performance of our test favourites.

news, deals & events



Web-based MoT for 21st century

GOVERNMENT plans to modernise the MoT process come into force this month and are expected to take until September to complete. Garages will now use an Internet-based testing system, replacing older computers in Vehicle Testing Stations, which could result in technicians working with laptops and tablets as they assess cars.

Money-saving tyre aims to take hold

FALKEN has revealed a new tyre concept that mimics the design of motorcycle rubber to deliver high fuel efficiency while maintaining exciting handling. The tyre is curved to cut rolling resistance, and increases contact with the road when pushed. It featured on the Mitsubishi XR-PHEV II at last month’s Geneva Motor Show.

MG display marks 60th anniversary

BROOKLANDS Museum in Weybridge, Surrey, welcomes MGs of all ages this Sunday (12 April) to mark 60 years since production started on the MGA sports car. A cavalcade lap will take place on the adjoining Mercedes-Benz World circuit, plus there will be concours displays and more. See brooklandsmuseum.com for info.

■ IN our Issue 1,360 socket sets group test, we listed Draper’s contact details incorrectly. Its website is www.drapertools.com. Apologies for any confusion.

Know an event coming soon?
Contact Henry.Willis@dennis.co.uk

New handheld 3DS is game on

FIRST TEST

New Nintendo 3DS XL

RRP: £179.99 Rating: ★★ ★ ★

Contact: 0345 6050 247, www.nintendo.co.uk

WE’VE been eager to try Nintendo’s new handheld 3DS games console since its February release (Issue 1,358). It claims to offer the best portable controls yet, plus an upgraded processor for faster operation, so could be ideal for keeping children quiet on long journeys. We loaded up a couple of racing titles.

With a pair of screens – one working with a stylus for touch controls, the other for viewing – the 3DS works like no other handheld console. Various additional button controls make gameplay look complex, but it feels natural and is involving, while the multi-directional joypad is responsive and intuitive to master, especially when playing racing games.

WiFi controls gave us hours of fun in online racing battles and the graphics are sharp, while the 3D view worked well with Mario Kart 7. On the downside, the XL model we tried may be too big for some people to grip, but we only have one other complaint: we wish it had more racing games.

PRICE £179.99



NEED TO KNOW...
“We wish Nintendo offered more racing games on the 3DS, which prevents us from awarding it the full five stars”

NEXT BASE

402G **1080P**
Full HD



2015



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*According to leading independent retail analysis, GFK,
three in every five dashcams sold in the UK are Nextbase products.*

available
now from

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Mini test

NEW PRODUCT

Philips X-tremeVision +130%

Best price: £29.50 Beam: 94.0

Contact: www.amazon.co.uk

WE measured the beam rating of the Philips bulb in the light tunnel before comparing its light distribution to the Osram unit's on a simulation of a road. The X-tremeVision +130% measured 94.0 – more than the readings we took of the older X-tremeVision, at 85.3, and the Night Breaker Unlimited, at 80.9.

The beam was measured at the centre of the road and at the kerb 50 metres from the car, then we made another reading 75 metres away. We combined our findings to get an average of two bulbs adjusted to suit legal glare levels.

Once we'd finished the computer-led part of the test, we were impressed with how the Philips bulb flooded extra light on to the simulation wall without having too much concentrated on any point – distributing evenly with a wide spread.

Rating: ★★★★★



Which set of bulbs shines brightest?

Henry Willis

WHEN Philips' X-tremeVision beat the Osram Night Breaker Unlimited to win our Issue 1,341 test of H4 twin-filament headlight bulbs, we didn't think it could get much better.

But the X-tremeVision +130% is now available, and we've finally got the chance to give it a comprehensive test. We plugged the newcomer into a Volkswagen

Polo headlight, as before, and rated it against our Osram test runner-up when we headed to Philips' light tunnel in Aachen, Germany, for this clash. Prices were from various sources as we went to press.

The Philips bulb made its mark again with much more light than the Osram, and it fully deserves its five-star rating. The extra outlay is no doubt worthwhile.

"New Philips bulb made its mark again and it fully deserves its new five-star rating"

TOP CHEAP ALTERNATIVE

Osram Night Breaker Unlimited

Best price: £14.44 Beam: 80.9

Contact: www.osram.com

WE struggled to separate the Osram bulbs from the older X-tremeVision bulbs in our Issue 1,341 group test, but the difference between these and the new X-tremeVision +130% is clear. The beam rating speaks for itself, with the Night Breaker's 80.9 reading dwarfed by the Philips' 94.0.

These looked fine on the simulation wall, as light was well distributed all across the road – especially at the central and kerbside points that we were focusing on. Yet they fell behind when looking at the hotspot – the brightest part of the beam, which you want right in front of the driver illuminating as far down the road as possible.

Despite the fact that the Osram bulbs can't compete with Philips' new addition, they're still a big improvement on any non-upgraded bulb.

Rating: ★★★★★



NEED TO KNOW...

"We liked Osram's consistent distribution of light and the beam rating is still excellent considering the bulbs' price"

books, apps & games

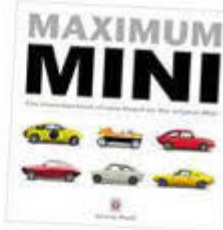


Maximum Mini

Jeroen Booij (Veloce, www.veloce.co.uk)

Price: £24.95 (eBook) Rating: ★★★★★

THE Mini story attracts the interest of most motoring fans, and books about the brand, whether focusing on new or bygone eras, are a good read. But this one goes further and looks in depth at Mini-derived cars, instead of the Mini itself, and claims to be the first to do so. This eBook is a rerelease, and is worth catching up with if you missed it first time around.

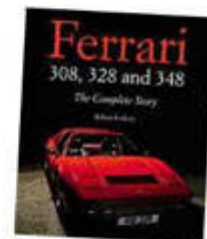


Ferrari 308, 328 and 348

Robert Foscett (The Crowood Press, www.crowood.co.uk)

Price: £25 (hardback) Rating: ★★★★★

FANS of the Ferrari models outlined in the title of this book will no doubt cherish its words and pictures from cover to cover. Author Robert Foscett maintains an informative and interesting tone throughout and most pages carry well chosen photos of the V8 supercars, whether of plush interiors or exterior shots. Its appeal is likely to be limited to neutrals and newcomers to the Italian brand, though.



Perfect Shift

Available for: iOS, Android, Windows Phone

Price: Free Rating: ★★★★★

SIMPLE yet addictive, Perfect Shift is a drag racing game where you have to time your gearchanges to perfection. Each race lasts only about 15 seconds, and an update has brought some new features. But while it's free to download, if you want to progress in the game, you'll have to pay.



App of the week



Theory Test by MiDrive

Available for: iOS, Android

Price: Free Rating: ★★★★★

REVISION apps for theory test learners are common, but this free MiDrive app is up there with the best. Official questions from the DVSA are featured and will likely be in the exam – plus you have the chance to go head-to-head against others to get the best score.



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CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
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DASH CAMERAS

We rate 12 to find the best for protecting you on the road

PRODUCT GROUP TEST 8 | 4 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

Henry Willis

THE dash cam market is booming, as drivers rush to cover their backs. These devices film your journeys and protect against crash for cash scams, with some insurers even discounting premiums if you fit one.

Most record on a loop, and include a G-sensor, so if they pick up on a sudden movement – an impact, for example – they won't overwrite that section of video.

Since our most recent test last year, in Issue 1,304, a host of big-name tech brands has entered the dash cam business. We wired up 12 to find the best on sale.



Transcend DrivePro 200

Best price: £90.54
Contact: 01442 838280, uk.transend-info.com



OUR Transcend winner from 2014 scoops the Best Buy award for a second year running. The DrivePro 200 is one of the older units in this heavily changed field, yet it's still up to date and the top choice overall. Footage was recorded at a wide angle in full HD, and looks great whether you view it on the device's built-in screen, on a smartphone via WiFi or the app, or by watching it on a TV or PC via the HDMI output. Hard to fault.

Rating: ★★★★★



Garmin Dash Cam 20

Best price: £169
Contact: 0808 238 0800, www.garmin.com



MUCH like our Transcend champion, the Garmin Dash Cam 20 is neat and compact. And the similarities don't end there, as it also offers HD recording, a small screen for replaying footage and the ability to take still shots as well as video. This adds GPS, to pinpoint where footage was recorded, but it all comes at a price. The Garmin is more expensive than GPS-enabled rivals, but feels slick and is a worthy runner-up.

Rating: ★★★★



Thinkware Dash Cam F750

Best price: £199.99
Contact: 0844 499 4560, www.thinkware.com

WE got early access to Thinkware's F750 cam, which has only just been released in high street stores and online. As a starting point, it has full HD, and the quality of footage recorded was very good when we played it on our computer and smartphone – as this has a WiFi-based app link like the Transcend. A rear-facing camera is a welcome addition, too, although the lack of an internal battery held this unit back.

Rating: ★★★★



Road Angel Halo

Best price: £199.99
Contact: 01327 855586, www.roadangelgroup.com

WHEN we tested this Road Angel for the first time in Issue 1,361, we said it was the best dual-facing dash cam we'd ever used. But now it's been edged by the Thinkware F750. The Halo is still a great unit, recording high-quality full HD footage, plus the Google Maps-based GPS feature worked well. Yet there's a bit of guesswork involved in setting up your view of the road, unlike with the Thinkware, which has a WiFi app to help.

Rating: ★★★

Mio MiVue 538 Deluxe

Best price: £129.99
Contact: 0345 504 5353, www.halfords.com



SITTING in the middle of Mio's range of dash cams, the MiVue 538 boasts an impressive amount of versatility. It captures video in full 1080p HD, while still images also look sharp. It'll track where footage is filmed with its GPS function, plus it adapted well to low light when we tested it at night. Safety camera locations are helpful, although some were still wrong even after we updated the database.

Rating: ★★★

Nextbase InCarCam 101

Best price: £69
Contact: 0345 504 5353, www.halfords.com



A CUT-price Nextbase alternative to the accomplished 402G, the 101 is easy to tuck away incognito on the windscreen as it's so small and compact. Trouble is, its list of features is also on the small side. Recording quality drops to 720p, so it's still in HD but not as defined as others, and there's no SD card included, either. So although the £69 price tag may look appealing, you'll have to buy extras.

Rating: ★★★

NEED TO KNOW...

"If giving evidence, footage needs to be crystal-clear. That's why HD filming was so crucial. A screen is a big help for setting up, too"



Dash cams tested

Products

How we tested them

YOU want the best-quality footage, so we looked for cams to record in high definition. Also key was ease of use – the footage needed to be simple to review, and a screen helps with set-up. We tested cams in the light and dark, and rated the sensitivity of G-sensors. Extras like rear-facing cams scored points, while our final factor was price, taken from a range of sources as we went to press.

**Auto
EXPRESS**

Verdict

IT'S another victory for Transcend with its trusty DrivePro 200. This camera fought off tough new competition from Garmin and Thinkware with their Dash Cam 20 and Dash Cam F750 units.

1. Transcend DrivePro 200
2. Garmin Dash Cam 20
3. Thinkware Dash Cam F750

Nextbase InCarCam 402G

Best price: £134.99

Contact:

020 3195 0877,

www.nextbase.co.uk



IMPROVING on its Issue 1,304 test outing in 2014, the Nextbase 402G impressed after we performed a software update. It's also come down in price since last year, so represents one of the best-value cams in our test. For £134.99, it offers full HD recording, GPS when you review your footage and an HDMI output for replaying video on a TV. The on-board G-sensor is still hit and miss, but this remains a cost-effective pick.

Rating: ★★★★★

Snooper DVR3HD

Best price: £149.99

Contact: 01928 579579,

www.snooper.co.uk



ANOTHER compact and sleek cam, the Snooper DVR3HD ranks up there with the Transcend and Garmin units as a great all-rounder. It adds safety camera location alerts to its already long list of features – full HD recording and GPS locating functions play a key role in this unit's four-star rating. Its database of safety camera locations was usually correct, although it wasn't as responsive to G-sensor tests as rivals.

Rating: ★★★★★

Blackvue DR650GW-2CH

Best price: £289.95

Contact: 01622 528468, www.blackvue.co.uk



SLICK and reliable, the Blackvue camera offers a good all-round experience – albeit at a price. We plumped for the model that came with a 16GB memory card, which should be a sufficient size for drivers who cover an average mileage and only save important sections of film. Its front and rear dual-view cams are handy and the G-sensor was responsive in our tests, too. We just wish it was a bit more affordable.

Rating: ★★★★★

Cobra CDR840

Best price:

£169.95

Contact:

www.cobra.com



WE can't fault the list of features included with the Cobra CDR840, but it proved tricky to live with, as the menus weren't easy to navigate and made the unit awkward to set up. Still, the full HD footage looked great and compatibility with Google Maps was fine, plus we enjoyed the HDMI output for playback. It's just that there are better, cheaper options available.

Rating: ★★★★★

Silent Witness SW010

Best price: £119.99

Contact: 01773 746591, www.silentwitness.co.uk



WE found the Silent Witness SW010 worked fine as a basic camera, although it was still a little lacklustre compared to budget rivals. It's able to shoot in full HD, and set-up was relatively straightforward, although its tiny screen made operation tricky, as we struggled to see what was going on. The display gave us problems in light tests, too, as we weren't sure if it was too bright or dark. It doesn't come with an SD card, either.

Rating: ★★★★★

RAC RAC02 GPS

Best price: £109.99

Contact: 0844 891 3111,

www.racshop.co.uk



THERE'S nothing wrong with a budget dash cam if it can do the job properly – and the RAC does, but only just. This unit isn't particularly easy to operate, as the menus are a muddle to work through, although the medium-sized screen does help. Activating the GPS function is also rather tedious, as you need to install an external aerial. This is included, but it makes the camera look untidy. The overall feel is just a bit cheap.

Rating: ★★★★★

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Honda CR-V Mk3

YOU TELL US... SUV is beautifully built, but it's pricey to run

**35th
PLACE**

2014 Results CR-V Factfile

Years: 2007 to 2012 **CO₂:** 195g/km

Fuel economy: 34mpg (2.0 i-VTEC SE Auto)

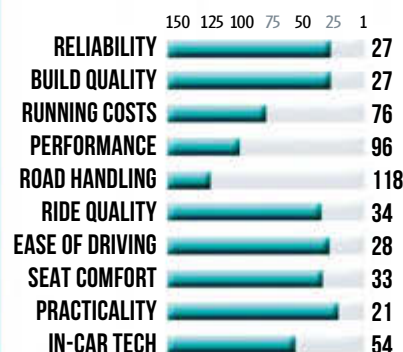
Best features: Sat-nav, 4WD, climate control, reversing camera, electric glass sunroof

Prices: From £5,000

OVERALL SCORE

88.80%

Bars show where model finished out of 150 cars in our 2014 survey. The lower the rating the better



GOOD

"GOOD fit and finish and it has a real feel of longevity."

"Very well made, solid and reliable. Good dealer network."

"A good all-rounder that is easy to drive and comfortable."

"Safe, reliable transport with lots of room for luggage."

"Trim level and equipment are excellent for a base-spec model."

"Honda's reputation is built on reliability, and this car certainly shows that. First class."

NOT SO GOOD

"THE diesel particulate filter on my CR-V frequently clogs up."

"I am disappointed by the poor economy, even on longer runs."

"Cheap, hard plastics internally let the quality of the car down."

"Watch out for the dual mass flywheel failing."

"It's expensive to run, while road tax and insurance costs are also too high."

"The dealer has been unable to stop my brakes from squealing and clunking."



How do you rate your car?
Tell us what you think

www.autoexpress.co.uk/driverpower



**Joe
Finnerty**

Got any car queries?

Joe_Finnerty@dennis.co.uk

@AE_Consumer

Q

Ford C-MAX misadvertised

I BOUGHT a 2009 Ford C-MAX Titanium, which was advertised with cruise control. A few weeks later, I tried to activate it, only to find that it wasn't fitted. The higher spec swayed my purchase decision. Where do I stand?
Simon Novell, E-mail

A

If you can get hold of the original advert as proof, you'll be able to pursue a refund under the Sale of Goods Act for misadvertisement. There's a chance the dealer can retro-fit the system for free if you want to keep the car.

Q

Diesel Euro 6 worries

I OWN a two-year-old diesel car and am really worried about the new Euro 6 rules. I bought a diesel because I was told it was better than a petrol. Now it seems I am paying the price for having one. Could you please advise me regarding my car and Euro 6 regulations?
Jill Crowdy, E-mail

A

NEWER research says diesels are dirtier than petrols, but your car is still fine to drive. Euro 6 means new cars from September must meet stricter emission rates. If you do lots of miles on motorways, diesels are still cost effective.

Q

Service causes ABS issue

THE ABS warning light on my Hyundai i20 lit up just after the last service of my five-year warranty. The dealer wants £250 for a diagnosis and I'm now a month out of warranty. Should these costs be covered, as the light came on after the service?
Brenda Harrison, E-mail

A

WE think the work should be done free of charge by the dealer if the issue was caused by a service. Even if you're out of warranty now, the problem arose and was reported during cover. If the dealer won't help, contact Hyundai customer care directly for support.

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Warrantywise

For full details, flick to our ad in your copy of Auto Express - Just look for Quentin!



Photos by John Colley.
Thanks to Isobel Crawford
from Sheffield for the loan
of the Aygo in our pictures



NEED TO KNOW

Clutches get damp from leaky bellhousings, leading to corrosion and premature wear; check for slipping.

BUYER'S GUIDE: Toyota Aygo

FROM £1,500 Mk1 version of city car is a fun used choice for frugal drivers



Richard Dredge

WHEN Toyota teamed up with Peugeot-Citroen to launch a new small car in 2005, it set the cat among the pigeons.

The Aygo – as well as its 107 and C1 cousins – was a youthful city car that blended low purchase and running costs with a feelgood factor often missing from the segment.

Perfect for zipping around town and great fun to drive on the open road, the Aygo was (and still is) ideal for anyone – especially new drivers – keen to keep their motoring costs down. Now, you can buy your own from as little as £2,000.

History

THE Aygo arrived in July 2005 in standard, Aygo+ and Sport+ forms, with a 67bhp 1.0-litre

three-cylinder petrol engine and a choice of three or five-door hatchback bodystyles.

Within six months there was a short-lived 1.4 diesel, and along the way there have been numerous specials, such as the Fire, Ice and Platinum.

The high-spec Blue and Black appeared in January 2009 when CO₂ emissions were cut to 106g/km; they dropped to 99g/km in March 2012 when the Aygo was facelifted with an improved interior and extra equipment, plus a redesigned front end. A final refresh in August 2013 brought new trims and standard ESP.

Which one?

FEW Aygos include ESP and Toyota even removed it from the options list for a while. A lot

of Aygos also come without air-con, but it's worth having as the cabin gets hot in the summer.

You'll be doing well to find an Aygo diesel, while the MMT auto is rare, too. Some owners don't get on with this, but it works well if you persevere.

Entry-level Aygos are sparsely equipped, so it's worth finding a higher-spec Aygo+, although a Black or Blue edition will also provide more in the way of creature comforts, as they feature air-con and alloys.

Alternatives

THE original Kia Picanto (2004-2011) was good, but the

second-generation car, launched in 2011, is more impressive. It's well equipped, has a long warranty and a big-car feel. Also worth considering is the Hyundai i10, which shares the Kia's platform.

The original Ford Ka (1996-2008) is great fun to drive, but can rust badly and the Mk2 edition (from 2008) isn't as much fun or as characterful. But these later cars are also more likely to be in good condition.

The Fiat Panda offers low running costs, surprising refinement and a brilliantly spacious interior.

Verdict

AFTER launching a decade ago, the Aygo is far from cutting-edge in terms of safety and refinement. It's also not the most spacious city car around, but if low running costs matter more than anything else, you can't really go wrong, thanks to the fuel-efficient engine and decent reliability record.

Even better, in the unlikely event you can't find your perfect Aygo, for slightly less money you could have a virtually identical Citroen C1 or Peugeot 107. They're just as much fun to drive, and like the Toyota, come in three or five-door forms.

"The Aygo was (and still is) ideal for anyone – especially new drivers – keen to keep their motoring costs down"



NEED TO KNOW

Catalytic converters sometimes fail, so put the car through an MoT, which includes an emissions check.

NEED TO KNOW

There's no temperature gauge within the Aygo's instrumentation, making it hard to tell if the engine is running hot or not.

Tailgate seals

RAIN water can leak into the boot via the seals for the tailgate, which might be misaligned; water also gets past the rear light seals.



Water pumps

WATER pumps can leak or fail on both the 1.0-litre petrol engine and the 1.4-litre turbodiesel; look out for signs of coolant leaks.



Exhaust

EXHAUST back boxes haven't proven to be especially durable; some have rotted out in little more than two years, so listen for blowing.



Rear brakes

THE rear wheel brake cylinders can leak after just a couple of years. Keep an eye out for fluid on the brake back plate and check the system's fluid level.



How much?

	12 2012	60 2011	58 2009	56 2007	05 2005
Model					
1.0 3dr	£5,150	£4,525	£3,625	£2,950	£2,395
1.0 5dr	£5,450	£3,825	£3,825	£3,095	£2,495
Black 1.0 3dr	N/A	£4,675	£3,895	£2,995	N/A
Blue 1.0 3dr	N/A	£4,495	£3,625	N/A	N/A
Platinum 1.0 3dr	N/A	£4,775	£3,795	N/A	N/A
Aygo+ 1.0 3dr	£5,095	£4,495	£3,595	£2,925	£2,395
Aygo+ 1.0 5dr	£5,425	£4,750	£3,795	£3,095	£2,495

THERE are a few Aygos available for £1,500, but you need to spend £2,000 to have any choice. This secures an 80,000-mile car from the first three years of production. Most examples have covered less than 50,000 miles and start from around £2,800, while there are loads of cars available with under 30,000 miles on the clock for £3,000.

Diesels account for less than one per cent of the Aygos on sale; they're priced from £3,000. Just one in 10 is equipped with an automatic gearbox; these also start at £3,000, although most are upwards of £3,500.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.0 3dr	2-3	61-65mpg	99-109g/km	Free-£20
1.0 5dr	2-3	61-65mpg	99-109g/km	Free-£20
1.0 auto 3dr	2-3	61-62mpg	104-109g/km	£20
1.0 auto 5dr	2-3	61-62mpg	104-109g/km	£20
1.4 TD 3dr	3-4	68mpg	109g/km	£20
1.4 TD 5dr	3-4	68mpg	109g/km	£20

ALL Aygos need to be serviced every 12 months or 10,000 miles, with fixed-price maintenance available at any franchised dealer. There are three levels of service, which Toyota labels Minor, Full and Full+, and they're priced at £99, £179 and £245 respectively, inclusive of parts, labour and VAT.

There's no cambelt to replace, but the brake fluid should be renewed every two years (£40), while the coolant needs to be replaced every 10 years or 100,000 miles – expect to pay £60. There's no maintenance schedule for the air-con (where fitted), but it's worth regassing it every two or three years, for £79.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£36.97	£20.95
Brake discs (pair)	£100.44	£43.46
Door mirror glass (electric)	£11.95	£8.64
Front wiper set	£11.40	£7.14

Prices for a 2011 Aygo 1.0. Dealer prices from Listers Toyota Stratford, Warks (listers.co.uk/Toyota/Stratford). Independent prices from Euro Car Parts (www.eurocarparts.com)

Recalls

THE Aygo Mk1 has been the subject of three recalls so far, the first one being for Toyota's infamous sticking accelerator pedal. All cars built to the end of August 2009 were affected, but no crashes were caused by the problem.

The second recall came in March 2013 – the rear axle could come adrift on some cars produced in July and August 2013. The most recent recall, issued in January this year, involved faulty front shock absorbers.

Performance

0-60mph/top speed
14.2 secs/98mph



Running costs

61-65mpg (1.0 VVT-i)
£39 fill-up



CO₂/tax

99-109g/km
Free-£20



www.autoexpress.co.uk/driverpower

OUR VIEW

THE Aygo dropped out of our Driver Power top 150 in 2014 after finishing in 146th place in the 2013 survey. It peaked in 73rd in 2011, notching up a first place for running costs. It did well for reliability, too, but trailed on ride and comfort.

YOUR VIEW

BIRMINGHAM-based student Connor Middleton loves his 2009 Aygo. "It was cheap to buy and it's fun to drive," he told us. "I've had no problems with it at all, but it's not the most practical car, as the cabin and boot are so small."



Interior

IT may be minimalist, but the Aygo's funky inside. There's a surprising amount of passenger space for such a small car, albeit with room for only four. Yet that cabin space hits boot capacity, which stands at 139 litres – or 751 litres with the rear seats folded.

Contacts

Official
www.toyota.co.uk

Forums

www.aygoclub.co.uk
www.c10c.co.uk
www.toyotaownersclub.com
www.toyotanation.com

Car hunter

£10,000 for a four-seat EV, but which one?

Dear Lawrence, I'm looking to get myself in a second-hand, four-seat, pure-electric city car before the residual values start to rise. What models should I be looking at for £10,000?

Ravi Gavaskar, E-mail

Contact: Lawrence_Allan@dennis.co.uk



■ **THE STYLISH CHOICE**

Renault ZOE

FOR: Sharp looks, drives well, lots of kit

AGAINST: No three-pin plug, battery leasing

RENAULT'S ZOE arrived on the scene in 2013, shunning the futuristic style of rival EVs. With regular small car looks, it's very attractive and the Clio-based interior is the nicest here. It comes loaded with kit, too, plus it's more spacious than the Mitsubishi i-MiEV.

Driving the ZOE is easy, as it feels like a traditional automatic hatch, yet acceleration is instant and the motor is silent. It struggles at motorway speeds, though, with a top speed of just 84mph. Still, it handles well around town despite the slightly stiff ride.

Realistic range is about 100 miles, but that figure drops in cold weather and when the car is driven hard. The ZOE can be fast charged to 80 per cent in as little as 30 minutes, yet there's no three-pin socket available for home charging.

Even when buying used, leasing the batteries costs around £70 per month, but Renault will replace them if they lose charge. We found a 14-plate ZOE with just 2,500 miles on the clock available for £8,400.

■ **THE SPACIOUS CHOICE**

Nissan Leaf

FOR: Practicality, quiet cabin, powerful

AGAINST: Style, battery replacement cost

THE Nissan Leaf was the car that attempted to kick off the electric car revolution in the UK, and it's still one of the best EVs around if you can live with its alternative styling.

Inside, it's just as conventional and generously equipped as the ZOE and is even more spacious, but the quality of plastics could be improved.

The Leaf's motor is totally silent, plus you get plenty of torque from a standstill and it's the quickest here. It handles like a normal car, too, yet is the least agile. Range will always be a concern for any EV, and early Leaf models don't get near the ZOE's claimed mileage.

As with the Renault, however, a fast charger will provide 80 per cent battery in just 30 minutes, while a full charge on a standard socket takes eight hours. There's also a three-pin socket available, but the cost of replacing the battery pack is eye-watering.

A scan of the classifieds brought up a 2011-plate Leaf that's covered 15,000 miles for £9,495.

■ **THE VALUE CHOICE**

Mitsubishi i-MiEV

FOR: Great size for city, price, exclusivity

AGAINST: Basic interior, limited range

THE unusual-looking Mitsubishi i city car turned electric when the i-MiEV appeared in 2010. Its narrow and tall shape is distinctive, but it's got a surprising amount of passenger space, with the ability to seat four adults.

The boot is all but filled by the electric motor, though, while the cabin is sparse and lacks kit that rivals have as standard. That lightness and small size make the car a breeze to thread through the city, which is why it's the best choice here for the urban jungle.

Out of town, however, the Mitsubishi isn't so capable, with the same limited top speed as the ZOE's, a bumpy ride and a distinct lack of grip. It also feels unsettled and vulnerable in high winds.

The i-MiEV can be charged in seven hours from the mains, or fast charged like rivals, but the realistic range of around 75 miles is the worst here. Like the Leaf, you need to factor in battery replacement costs down the line. It's a bargain to buy, though, with a 9,000-mile 59-plate a budget-beating £6,595.

Over-65s don't trust tech

OLDER drivers need to be encouraged to embrace new technology in order to stay safe on the UK's roads, according to research conducted by the AA.

The survey showed over-65s were most sceptical of new tech such as autobraking, with 61 per cent saying they don't trust assurances from Government or makers that driverless cars are safe.

Despite this, older motorists were the most likely to admit that driverless cars would increase their mobility.

Edmund King, director of the AA Charitable trust, said: "Technology could play a vital role in helping keep drivers on the road safely for longer.

"But the older drivers get, the more sceptical they tend to be about it."



"Over-65s were most sceptical about new tech like autobrake"

Mercedes E-Class

DEAL OF THE WEEK £4,000 off exec PCP deposit

MERCEDES is set to launch an all-new E-Class next year, but to keep demand up for the current executive saloon, it's being offered with nearly £4,000 off the deposit on a PCP deal.

An E220 CDI BlueTEC diesel in base SE trim is available with 36 monthly payments of £355, plus a £3,912 deposit contribution from Mercedes – leaving £4,999 to pay up front. At the end of the three-year deal, you can buy the car outright from £16,775. Visit mercedes-benz.co.uk for information, or go to carbuyer.co.uk for more great deals.

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991 911 Carrera S

Years: 2011 to date **Engine:** 3.8-litre 6cyl, 395bhp
Insurance group: 47 **Econ/CO₂:** 32mpg/205g/km
Why? It's the ultimate sports car for many, and 911 combines driving fun with everyday usability.

Prices from: **£43,975**

THE Porsche 911 is all about evolution and, while it doesn't look very different to the 997 that preceded it, the latest 991 version of the rear-engined car has made definite strides.

The 911 isn't quite as elegant as the Jaguar XKR, but its iconic shape has plenty of heritage. Inside, the driving position is perfect, and although the dash is button-heavy, it's logically laid out and has a high-quality feel. The longer wheelbase means children will squeeze in the back, too.

But it's on the road where the 911 really impresses. The XKR is more powerful, but the 911 isn't far behind on pace and the handling is a dream, with great balance, grip and feedback, despite electric steering. The Porsche is more practical and efficient than the Jaguar, while the mechanicals are well proven. It came 115th for reliability in our Driver Power 2014 survey, however.



Driving position is perfect and steering wheel controls are well laid out, but boot is a squeeze

1 Porsche 911 ★★★★★☆

THE 911 is a fantastic mix between an everyday car and a driver-focused performance vehicle. It's a delight on the road and has a high-quality interior. Some reliability issues aside, it just beats the Jaguar.



Jaguar mixes a mighty V8 with agile handling



Jaguar XKR
23.4mpg (official)
£80 fill-up

XKR Coupé

Years: 2011 to date **Engine:** 5.0-litre V8, 503bhp
Insurance group: 50 **Econ/CO₂:** 23mpg/292g/km
Why? Jaguar's svelte XKR blends elegance and luxury with brute force and a stunning soundtrack.

Prices from: **£37,450**



Extensive kit list and updated interior add quality, while load area is roomier than its rival's

2 Jaguar XKR ★★★★★☆

IT'S a narrow defeat for the XKR. The mighty engine and relaxed drive are high points, but it's a bit dated and not as cheap to run or easy to live with. It's still a great car, though, and slightly cheaper to buy used, too.

JAGUAR'S XK has been around in this guise since 2006, but was facelifted back in 2011. It's still a gorgeous car, and is made even better by the updates to the interior that helped improve quality.

It does feel a little dated, however, and is quite cramped inside compared to the 911. At least the boot is large, and there's more equipment as standard than in its rival here. Yet the XKR's dominating feature is its engine. With 503bhp from the 5.0-litre V8, it feels more muscular than the 911, and is accompanied by a brutal soundtrack.

The all-aluminium body means it's lighter than you'd think, and it feels agile. It's refined, but it isn't as composed as the Porsche, while traction can be issue. It was voted Best Performance Car by owners in our Driver Power 2014 survey, and finished 43rd for reliability.



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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-In Car Grant.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (E130/E130)
BAND F: 141-150g/km CO₂ (E145/E145)

BAND G: 151-165g/km CO₂ (E180/E180)
BAND H: 166-175g/km CO₂ (E295/E205)
BAND I: 176-185g/km CO₂ (E350/E225)
BAND J: 186-200g/km CO₂ (E490/E265)
BAND K: 201-225g/km CO₂ (E640/E290)
BAND L: 226-255g/km CO₂ (E870/E490)
BAND M: Over 255g/km CO₂ (E1100/E505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcarsuk.co.uk / Brochure: 0800 2227 840 / Dealers: 25
Warranty: 3 years/60,000 miles

500 - 365x1627mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.4 T-Jet 500	G	43.5	7.9	155	27	£14560
1.4 T-Jet 595 Turismo	G	43.5	7.4	155	28	£17990
1.4 T-Jet 595 Competizione	G	43.5	7.4	155	28	£18990
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	38	£32990

500C/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

4C - 406x1720mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.3 JTDm-2 (85) Progression	A	79.0	12.9	95	11	£14315
1.3 JTDm-2 (85) Sprint	A	79.0	12.9	95	11	£15415
1.3 JTDm-2 (85) Distinctive	A	79.0	12.9	95	11	£16655
875C TwinAir Progression	A	67.3	11.4	99	13	£13770
875C TwinAir Distinctive	A	67.3	11.4	99	9	£16070
875C TwinAir Sprint	A	67.3	11.4	99	9	£14870
1.4 TB MultiAir (135) Distinctive	D	50.0	8.4	129	19	£17620
1.4 TB MultiAir (170) Q'foglio Verde	D	52.3	7.3	124	26	£20210

QV Line: add £750 to Distinctive (not 1.3 JTDm-2), Junior: same price as Sprint

Giulietta - 435x1798mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 76

1.4 TB (120) Progression	F	44.1	9.4	149	16	£18240
1.4 TB (120) Distinctive	F	44.1	9.4	149	16	£19490
1.4 TB MultiAir Distinctive	F	44.7	7.8	134	23	£20990
1.6 JTDm-2 Progression	C	76.4	11.3	114	16	£19170
1.6 JTDm-2 Distinctive	C	76.4	11.3	114	16	£20420
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	24	£21720
2.0 JTDm-2 (150) Exclusive	B	67.3	8.8	110	25	£23470
1.75T TCT Quadrifoglio Verde	G	40.4	6.0	162	25	£28120

Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir

4C - 398x2090mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.4	4.5	157	N/A	£45000
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ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 462x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 462x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£56950

D5 - 491x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 490x491x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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B7 - 509x2190mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
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XD3 - 465x1901mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	£56450
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D4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

B6 - 4894x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	N/A	£30596
2.0 VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	N/A	£35812
2.0 VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	N/A	£46480

Nomad - 3215x1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.4 VTEC Nomad	N/A	3.4	N/A	N/A	N/A	£33000
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ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22
Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150289
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Vantage - 4380x4385x1865mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87334
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92334
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97334
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139145

Auto: add £5000, Vantage Roadster: add £9000

DB9 - 4720x1875mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.8	4.6	333	50	£135527
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DB9 Volante: add £10000

Vanquish - 4721x1905mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.6	4.1	335	50	£194140
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Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
Warranty: 3 years/60,000 miles

A1 - 3954x1740mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 63

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A	£14315
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A	£16290
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	£15390
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16690
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	£17365
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18685
1.4 TFSI (125) S line 3dr	C	58.9	7.8	112	25	£19480
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	£19360
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25380

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 423x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 16

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18575
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£19875
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£20725
1.8 TFSI (180) Sport 3dr	E	48.7	7.1	135	23	£23905
1.6 TDI (110) SE 3dr	A	74.3	10.7	99	16	£20825
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22175
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	£22225
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	£23575
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	£24845
2.0 TFSI (200) quattro S3 3dr	G	40.4	5.2	162	36	£30940
2.5 TFSI (367) quattro RS3 Sp/back J	J	34.8	4.3	189	N/A	£39950
1.4 TFSI (204) etron Sportback Sdr A	A	176.6	7.6	37	29	£29950

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £1350 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro: add £1605 to 1.8 TFSI S tronic, £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360, SE Technik: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

A4 - 4701x1761x1826mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 80

1.8 TFSI (120) SE Technik	G	43.5	10.5	151	19	£25685
1.8 TFSI (170) SE Technik	E	49.6	8.1	134	24	£27300
2.0 TDI (177) quattro SE Technik	E	58.9	8.2	134	26	£31180
2.0 TDIe (136) SE	C	54.2	9.6	112	22	£27600
2.0 TDI ultra (163) SE Technik	B	64.2	8.6	109	22	£29620
2.0 TFSI (225) quat S tronic SE Tech	G	40.4	6.9	155	31	£32945
3.0 TDI quattro S tronic S line	F	49.6	6.1	149	33	£38215
3.0 V6 TFSI quattro S tronic S4	J	35.0	5.0	178	36	£39610
4.2 V8 TFSI quattro S tronic S4 Avant	L	26.4	4.7	249	41	£56545

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (177), £1555 to 2.0 TDIe, A4 Avant: add £1200-£1315, S line: add £2555 to SE, Black Edition Plus: add £1250 to S line, S4 Black: add £1075 to S4

A5 Sportback - 4712x4718x1854mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.8 TFSI Sdr	E	48.7	8.2	136	27	£26780
1.8 TFSI SE Sdr	E	48.7	8.2	136	27	£28550
2.0 TFSI quattro SE Sdr	G	41.5	7.1	159	29	£32620
2.0 TDI ultra (136) Sdr	B	67.3	9.5	109	24	£28545
2.0 TDI (177) Sdr	C	60.1	8.5	120	28	£29050
2.0 TDI (150) multitronic Sdr	D	58.9	9.4	127	24	£30100
2.0 TDI ultra (136) SE Sdr	C	67.3	9.5	109	24	£30315
2.0 TDI (177) SE Sdr	C	61.4	8.5	120	28	£30820
2.0 TDI (150) multitronic SE Sdr	D	58.9	9.4	127	24	£31870
3.0 TDI (204) multitronic S line Sdr D	D	57.6	7.1	129	30	£37410
3.0 TDI (245) quat S tronic S line Sdr G	G	48.7	6.2	152	34	£40395
3.0 V6 TFSI quattro S5	J	35.0	5.1	190	40	£42865

Auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI, quattro: add £1645 to 2.0 TDI (177) SE, S line and Black, SE Technik: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line

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audi.co.uk/offers



Official fuel consumption figures for the all-new Audi TT Coupé Sport range in mpg (l/100km): Urban 33.6 (8.4) – 57.6 (4.9), Extra Urban 51.4 (5.5) – 76.3 (3.7), Combined 43.5 (6.5) – 67.3 (4.2). CO₂ emissions: 151 – 110g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. The model shown reflects optional metallic paint priced at £545.00. The price shown is the recommended on-the-road price. Prices are subject to change. Correct at time of going to print [March 2015]. For full details please visit audi.co.uk

www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23
Warranty: 3 years/unlimited miles

	Eco band	MPG	CO ₂	Insurance group	List price
Flying Spur - 5299x1924mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
4.0 V8 auto Flying Spur	L	25.9	4.9	254	50 £136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50 £147145

Mulsanne - 5575x1926mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
6.75 V8 auto Mulsanne	M	16.8	5.1	393	50 £230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50 £253345

Continental - 4804x5290x1916-1945mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
6.0 W12 auto GT	M	19.5	4.3	338	50 £140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50 £157845
4.0 V8 auto GT	L	26.7	4.6	246	50 £130915
4.0 V8 auto GT S	L	26.7	4.3	246	50 £139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50 £238645
Continental GTC: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12					

BMW www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153 Warranty: 3 years/unlimited miles					
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I3 - 3999x1775mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A					
eDrive auto i3	A	N/A	7.2	0	21 £30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21 £33830

1 Series - 4324x1765mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 8					
1.6 114i ES 3dr	E	49.6	11.2	132	12 £17775
1.6 114d ES 3dr	C	65.7	12.2	112	15 £19410
1.6 114i SE 3dr	E	49.6	11.2	132	12 £18345
1.6 116i SE 3dr	E	49.6	8.5	132	17 £19895
1.6 118i SE 3dr	E	47.9	7.4	137	22 £21940
1.6 114d SE 3dr	C	65.7	12.2	112	15 £19980
1.6 116d EfficientDynamics 3dr	A	74.3	10.5	99	15 £20830
2.0 116d SE 3dr	C	62.8	10.3	119	15 £20830
2.0 118d SE 3dr	C	62.8	8.9	118	19 £21975
2.0 120d SE 3dr	C	62.8	7.2	119	24 £23425
1.6 114i Sport 3dr	E	49.6	11.2	132	13 £19470
1.6 116i Sport 3dr	E	49.6	8.5	132	18 £21020
1.6 118i Sport 3dr	E	47.9	7.4	137	22 £22940
1.6 114d Sport 3dr	C	65.7	12.2	112	15 £20980
2.0 116d Sport 3dr	C	62.8	10.3	117	16 £21830
2.0 118d Sport 3dr	C	62.8	8.9	118	20 £22975
2.0 120d Sport 3dr	C	62.8	7.2	119	24 £2425
1.6 116i M Sport 3dr	E	49.6	8.5	132	18 £22465
1.6 118i M Sport 3dr	E	47.9	7.4	137	22 £24385
2.0 125i M Sport 3dr	G	42.8	6.5	154	30 £26025
3.0 M135i 3dr	J	35.3	5.1	188	39 £30845
2.0 116d M Sport 3dr	C	62.8	10.7	117	16 £23275
2.0 118d M Sport 3dr	C	62.8	8.9	118	20 £24420
2.0 120d M Sport 3dr	C	62.8	7.2	119	24 £25870
2.0 125d M Sport 3dr	D	57.6	6.5	129	31 £27765
Auto: add £1550 to 116i and diesels, £1425 to 118i, £1515 to 125i, £1495 to M135i, Sdr: add £530, Urban: same price as Sport					

3 Series - 4624x1811mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 12					
2.0 316d ES	C	62.8	10.9	119	20 £26275
2.0 316d SE	C	62.8	10.9	119	20 £27125
2.0 318d SE	C	62.8	9.1	119	25 £28375
2.0 318d Luxury	C	62.8	9.1	119	25 £30875
2.0 320d EfficientDynamics	B	68.9	8.0	109	32 £29475
2.0 320d SE	C	61.4	7.5	120	32 £29475
2.0 320d Luxury	C	61.4	7.5	120	32 £31975
2.0 325d SE	D	57.6	6.8	129	35 £31275
2.0 325d Luxury	D	57.6	6.8	129	41 £33775
3.0 auto 330d SE	D	57.6	5.6	129	35 £34675
3.0 auto 330d Luxury	D	57.6	5.6	129	38 £37175
3.0 auto 335d xDrive Luxury	F	52.3	4.8	143	43 £41720
1.6 316i ES	E	47.9	8.9	137	23 £24255
1.6 316i SE	E	47.9	8.9	137	23 £25105
2.0 320i EfficientDynamics	D	53.3	7.6	124	28 £26425
2.0 320i SE	F	44.8	7.3	147	31 £27270
2.0 320i Luxury	F	44.8	7.3	147	31 £29770
2.0 328i SE	F	44.1	5.9	149	36 £30470
2.0 328i Luxury	F	44.1	5.9	149	36 £32970
3.0 335i Luxury	J	35.8	5.5	186	38 £36460
3.0 auto ActiveHybrid 3 SE	J	47.9	5.3	139	38 £42145
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39 £44645
3.0T M3	K	32.1	4.3	204	45 £56590
Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, 3 Series Gran Turismo: add £2000-£2635 to selected models, Sport: add £1000 to SE, M Sport: add £500 to Luxury					

5 Series - 4907x4998x1860-1901mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 4					
2.0 520i SE	F	44.1	7.9	149	36 £33130
2.0 520i M Sport	F	44.1	7.9	149	37 £35985
2.0 528i SE	G	42.8	6.2	154	40 £36695
2.0 528i M Sport	G	42.8	6.2	154	41 £39530
3.0 auto 535i Luxury	H	39.2	5.7	169	42 £44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42 £44740
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46 £57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46 £57910
2.0 518d SE	C	62.8	9.7	119	30 £30865
2.0 518d M Sport	C	62.8	9.7	119	31 £33665
2.0 520d SE	C	62.8	8.1	119	33 £32365
2.0 520d M Sport	C	62.8	8.1	119	34 £35165
2.0 525d SE	D	57.6	7.0	129	33 £36980
2.0 525d M Sport	D	57.6	7.0	129	40 £39910
3.0 auto 530d SE	E	55.4	5.8	134	43 £41455
3.0 auto 530d M Sport	E	55.4	5.8	134	43 £44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43 £44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45 £48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44 £47790
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44 £48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44 £50625
4.4 V8T DCT M5	L	28.5	4.3	232	48 £74835
4.4 V8T DCT M5 30 Jahre Edition	L	28.5	3.9	232	49 £91890
Auto: add £1535, 5 Series Touring: add £2325, 5 Series Gran Turismo: add £1900-£4775 to selected models, Luxury: same price as M Sport except where listed					

6 Series Gran Coupe - 5007x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
3.0 auto 640i SE	I	36.7	5.4	181	47 £62375

	Eco band	MPG	CO ₂	Insurance group	List price
3.0 auto 640d SE	F	51.4	5.4	148	48 £64875
3.0 auto 650i M Sport	K	32.8	4.6	206	50 £76150
4.4 V8T DCT M6	L	28.5	4.2	232	50 £96145
M Sport: add £4665 to SE					

7 Series - 5072x5212x1902mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
3.0 auto 740i SE	I	35.8	5.7	184	48 £61675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.7	158	47 £66200
3.0 auto 730d SE	F	50.4	6.1	148	48 £58275
3.0 auto 740d SE	F	49.6	5.5	149	49 £65465
4.4 auto 750i SE	J	32.8	4.8	199	49 £71515
6.0 V12 auto 760Li SE	M	21.1	4.6	314	50 £102015

Long wheelbase: add £3000 to petrols, £1000 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li

2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A					
1.5T 218i SE	C	57.6	9.2	115	13 £22475
2.0T 220i Sport	E	47.9	7.5	137	20 £25775
2.0T 225i xDrive auto Luxury	F	44.1	6.3	148	23 £31175
1.5 216d SE	A	74.3	10.6	99	11 £23410
2.0 218d SE	B	68.9	8.9	109	15 £24555
1.5T 220d Sport	C	64.2	7.6	115	21 £27255
Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models					

X1 - 4454x1798mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 100					
2.0 xDrive20i SE	I	37.7	7.8	176	28 £27280
2.0 sDrive16d SE	D	57.6	11.5	128	18 £24230
2.0 sDrive18d SE	D	57.6	9.6	128	22 £25330
2.0 sDrive20d EfficientDynamics	C	62.8	8.3	119	24 £26760
2.0 sDrive20d SE	D	57.6	7.8	129	24 £26760
2.0 xDrive18d SE	F	51.4	9.9	144	22 £26830
2.0 xDrive20d SE	F	51.4	8.8	145	24 £28260
2.0 xDrive25d xLine	G	47.9	6.8	155	26 £32540
2.0 xDrive25d M Sport	G	47.9	6.8	155	27 £33540
Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE					

X3 - 4657x1881mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 12					
2.0 sDrive18d SE	D	60.1	9.5	124	26 £31295
2.0 xDrive20d SE	E	54.3	8.1	136	30 £33295
3.0 auto xDrive30d SE	G	49.6	5.9	159	39 £40060
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43 £46690
Auto: add £1550, xLine: add £1500, M Sport: add £3000					

X4 - 4657x1881mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
2.0 xDrive20d SE	E	54.3	8.1	136	31 £36880
3.0 auto xDrive30d xLine	G	49.6	5.9	159	31 £45160
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43 £50290
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000					

X5 - 4886x1938mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
4.4 auto xDrive50i SE	L	27.2	5.0	242	49 £60390
2.0 auto xDrive25d SE	F	50.4	8.2	149	42 £42945
2.0 auto xDrive25d SE	G	48.7	8.2	154	42 £45250
3.0 auto xDrive30d SE	G	45.6	6.9	162	44 £48250
3.0 auto xDrive40d SE	G	45.6	5.9	164	47 £50910
3.0 auto M50d xDrive	I	42.2	5.3	177	49 £64020
4.4 V8T auto X5 M	M	25.4	4.2	258	50 £90170
M Sport: add £4700 to 30d SE or £4125 50i SE					

X6 - 4909x1989mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
3.0 auto M50d xDrive	H	42.8	5.2	174	50 £66920
3.0 auto xDrive30d SE	G	47.1	6.7	157	45 £51150
3.0 auto xDrive40d SE	G	45.6	5.8	165	46 £53810
4.4 auto xDrive50i SE	K	29.1	4.8	225	49 £63065
4.4 V8T auto X6 M	M	25.4	4.2	258	50 £93070
M Sport: add £4120 to 50i SE or £4700 30d SE					

2 Series - 4432x1774mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0 220i Sport	F	46.3	7.0	142	25 £26195
2.0 220i M Sport	F	44.8	7.0	148	26 £27545
2.0 228i M Sport	G	42.8	5.8	154	30 £28410
3.0 M235i	J	34.9	5.0	189	39 £34535
2.0 218d SE	C	65.7	8.9	114	20 £24415
2.0 218d M Sport	C	62.8	8.9	119	21 £26765
2.0 220d SE	C	62.8	7.2	119	24 £27015
2.0 220d M Sport	D	58.9	7.2	125	25 £28365
2.0 auto 225d M Sport	D	60.1	6.3	124	33 £38070

Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesel, Sport.
Add £1,000 to SE. Convertible: add £3100, £3450 (not 218d).

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 sDrive20i	G	41.5	6.9	159	38	£29840
2.0 sDrive20i M Sport	G	41.5	5.7	159	40	£37390
3.0 sDrive35i M Sport	K	30.1	5.2	219	41	£43005
3.0 DCT sDrive35i	K	31.4	4.8	210	43	£45950
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models						

6 Series - 4894x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto 640i SE	I	36.7	5.4	179	47	£60630
3.0 auto 640d SE	F	51.4	5.5	144	48	£63130
4.4 V8 auto 650i M Sport	K	32.1	4.9	206	49	£73470
4.4 V8 DCT M6	L	28.5	4.2	232	50	£94625
6 Series Convertible: add £6130, M Sport: add £4500-£4665						

18 - 4689x1942mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5 TT/Drive auto i8	A	113.0	4.4	59	50	£99895
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CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2
Warranty: 1 year

Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A DRIVER POWER POS: N/A

660ccT 160	C	57.6	6.5	114	N/A	£17995
1.6 RoadSport 125	N/A	5.9	N/A	N/A	N/A	£22995
1.6 RoadSport 140	N/A	5.0	N/A	N/A	N/A	£25495
2.0 RoadSport 175	N/A	4.8	N/A	N/A	N/A	£28495
1.6 Supersport	N/A	4.9	N/A	N/A	N/A	£24495
2.0 Supersport R	N/A	4.8	N/A	N/A	N/A	£27995
2.0 Supersport R400	N/A	3.8	N/A	N/A	N/A	£35995
2.3 Cosworth CSR	N/A	3.1	N/A	N/A	N/A	£44995
2.0 S/C 620R	N/A	2.8	N/A	N/A	N/A	£49995

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A
Warranty: 5 years/100,000 miles

Camaro - 4837x1917mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
Auto: add £1500, Convertible: add £5000						

Corvette - 4493x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70070

CHRYSLER

www.chrysler.co.uk / Brochure: 08000 1692 1692 / Dealers: 74
Warranty: 3 years/60,000 miles

Ypsilon - 3842x1576mm, EURO-NCAP N/A DRIVER POWER POS: N/A

0.9 TwinAir SE	A	67.0	11.9	99	7	£13250
0.9 TwinAir Gold	A	67.0	11.9	99	10	£12395
1.2 S	C	58.0	14.5	115	3	£10750
1.2 SE	C	58.0	14.5	115	4	£12050
1.2 Silver	C	54.3	14.5	120	6	£9995
1.2 Gold	C	54.3	14.5	120	6	£11195
1.3 Multijet SE	A	74.0	11.4	99	11	£14250
1.3 Multijet Gold	A	74.0	11.4	99	11	£13395
Auto: add £1200 to TwinAir models, S Series: add £745 to SE, Platinum: add £1500 to Gold						

300C - 5044x1905mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 CRD V6 auto Executive	J	39.8	7.4	191	40	£30020
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Grand Voyager - 5143x1954mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.8 CRD auto SE	K	35.8	12.8	222	32	£28310
2.8 CRD auto SR	K	35.8	12.8	222	32	£30310
2.8 CRD auto Limited	K	35.8	12.8	222	34	£36310

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A DRIVER POWER POS: N/A

64ph auto C-Zero	A	N/A	15.9	0	28	£21216
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C1 - 3466x1884mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A	67.3	14.6	97	7	£11185
5dr: add £400 to Feel/Flair 3dr; Aircase: add £160 to select models						

C3 - 3941x1728mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VTR+	B	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	B	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (90) ETG auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15390
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	B	76.3	12.5	98	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	98	18	£16240
ETG auto: add £620 to e-HDi (90) Exclusive						

DS 3 - 3948-3962x1715-1717mm, EURO-NCAP N/A DRIVER POWER POS: 37

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 PureTech (82) DSign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) DStyle	B	60.1	9.6	107	19	£15630
1.2 VTI (120) auto DStyle	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) DStyle	A	76.3	12.5	95	16	£15820
1.6 THP (165) DStyle Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) DSport	D	50.4	7.5	129	26	£19000
1.6 BlueHDi (120) DSport	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220
Cabrio: add £2460 (selected models), DSire: £900 less than DSport						

C4 - 4329x1789mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Flair	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16890
Flair: add £1400 to Feel						

DS 4 - 4275x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 e-HDi (115) DSign	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) DStyle	C	64.0	12.4	113	18	£19795
1.6 VTI (120) DSign	F	46.0	12.2	144	14	£17855
1.6 THP (200) DSport	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 DStyle	I	44.0	9.9	178	21	£21765
1.6 VTI (120) DStyle	F	46.0	12.2	144	15	£19905
2.0 HDi (160) DSport	E	55.0	9.3	134	24	£23700
2.0 HDi (160) DStyle	E	55.0	9.3	134	23	£22700
Auto: add £1600 to HDi (160), add £500 to e-HDi (115)						

DS 5 - 4779x1860mm, EURO-NCAP N/A DRIVER POWER POS: 39

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670
Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, C5 Tourer: add £1100, VTR+: add £1200 to VTR						

DS 5 - 4530x1871mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 BlueHDi (120) DSign	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 DStyle	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) DStyle	B	64.2	12.2	105	22	£25890
2.0 HDi (160) DStyle	E	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) DStyle	B	68.9	8.3	107	27	£31600
1.6 THP (200) DSport	G	42.2	8.5	155	27	£28920
2.0 HDi (160) DSport	E	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto DSport	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) DSport	B	68.9	8.3	102	28	£33700
Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)						

Berlingo Multispace - 4380x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETG6 VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG6 XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	10	£17905

C3 Picasso - 4078x1730mm, EURO-NCAP N/A DRIVER POWER POS: 63

1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	D	58.0	11.2	125	15	£18050
1.6 HDi (90) Exclusive	B	67.2	13.5	107	10	£17330
1.6 HDi (90) VTR+	B	67.2	13.5	107	10	£16230
1.6 VTI (120) ETG6 VTR+	E	47.1	11.5	137	13	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	149	13	£17095
ETG6 auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT						

C4 Picasso - 4428x1826mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 VTI (120) VTR	F	44.8	12.3	145	14	£17760
1.6 HDi (90) VTR	B	67.3	12.9	110	15	£18450
1.6 VTI (120) VTR+	F	44.8	12.3	145	15	£19020
1.6 HDi (90) VTR+	B	67.3	12.9	109	15	£19710
1.6 e-HDi (90) Airdream ETG6 VTR+	A	74.3	13.7	98	15	£20410
1.6 e-HDi (115) Airdream VTR+	B	70.6	11.8	105	18	£20510
1.6 THP (155) Exclusive	E	47.1	9.0	139	22	£21320
1.6 e-HDi (115) Airdream Exclu	B	70.6	11.8	105	17	£21810
1.6 BlueHDi (150) Exclusive	C	70.6	11.8	110	25	£

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	Eco band	MPG	CO ₂	Insurance group	List price
1.6 TDCi (115) Titanium	D	58.9	13.9	130	£18195
1.6 (150) auto Titanium	I	35.3	10.9	184	£19115

Economy Pack: add £360 to 1.6 TDCi (95), Grand Tourer Connect: add £2000 to diesels (not 1.6 TDCi (95) Titanium), seven seats: add £240 to Grand Tourer Connect

B-MAX - 407x1751mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.4 (90) Studio	E	47.1	13.8	139	£13095
1.4 (90) Zetec	E	47.1	13.8	139	£14895
1.0T (100) EcoBoost Zetec	C	55.4	13.2	119	£15495
1.0T (125) EcoBoost Zetec	C	57.7	11.2	114	£16095
1.6 (105) Powershift Zetec	F	44.1	12.1	149	£16595
1.5 TDCi (75) Zetec	B	68.9	16.5	109	£16295
1.6 TDCi (95) Zetec	B	70.6	13.9	104	£16795

Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCi), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)

C-MAX - 4380x1828mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 62

1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	£17655
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	£18150
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	£18650
1.6 TDCi (115) Zetec	C	62.8	11.3	117	£19150
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	£19650
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	£20150
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	£20855
1.6 TDCi (115) Titanium	C	62.8	11.3	117	£20650
2.0 TDCi (140) Titanium	D	57.7	9.6	125	£21725
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	£23605
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	£24225

Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium

Grand C-MAX - 4520x1828mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 62

1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	£19245
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	£19745
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	£20245
1.6 TDCi (115) Zetec	C	62.8	11.3	117	£20745
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	£21045
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	£21545
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	£22250
1.6 TDCi (115) Titanium	C	62.8	11.3	117	£22045
2.0 TDCi (140) Titanium	D	57.7	9.6	125	£23120
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	£24995
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	£25620
2.0 TDCi (140) Zetec	E	55.4	10.1	134	£21950

Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium

S-MAX - 4768x1884mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 80

1.6 TDCi (115) Titanium S/S	E	54.0	13.0	139	£25860
1.6 TDCi (115) Zetec S/S	E	54.0	13.0	139	£24110
1.6T (160) EcoBoost Titanium S/S	G	42.0	9.8	159	£25060
1.6T (160) EcoBoost Zetec S/S	G	42.0	9.8	159	£23310
2.0 TDCi (140) Titanium	F	50.0	10.2	149	£26045
2.0 TDCi (163) Titanium	F	50.0	9.5	149	£26645
2.0 TDCi (140) Zetec	F	50.0	10.2	149	£24295
2.0 (203) Powershift Titanium	J	35.0	8.5	189	£26735
2.0 (240) Powershift Titanium X Sport	J	34.0	7.9	194	£31485
2.2 TDCi (200) Titanium	H	43.0	8.6	174	£27870

Auto: add £1530 to 2.0 TDCi, Titanium X Sport: add £3750 to 2.0 TDCi (163) and 2.2 TDCi Titanium

Galaxy - 4820x1884mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 46

1.6 TDCi (115) Titanium S/S	E	54.0	13.4	139	£28360
1.6 TDCi (115) Zetec S/S	E	54.0	13.4	139	£26460
1.6T (160) EcoBoost Titanium S/S	H	39.0	9.9	167	£27570
1.6T (160) EcoBoost Zetec S/S	H	39.0	9.9	167	£25670
2.0 (203) E-Boost Powershift Titanium	J	35.0	8.8	189	£29235
2.0 TDCi (140) Titanium	F	50.0	10.6	149	£28545
2.0 TDCi (163) Titanium	F	50.0	9.8	149	£22145
2.0 TDCi (140) Zetec	F	50.0	10.6	149	£26645
2.2 TDCi (200) Titanium	I	42.0	8.8	179	£30375

Auto: add £1480 to 2.0 TDCi, Titanium X: add £2500 to Titanium

EcoSport - 4010x1765mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.5 (112) Titanium	F	44.8	13.3	149	£14995
1.0T EcoBoost (125) Titanium	D	53.3	12.7	125	£15995
1.5 TDCi (91) Titanium	C	61.4	14.0	120	£16495

Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium

Ranger - 5359x1850mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	£25449
2.2 TDCi (150) Double Cab Limited K	K	36.2	12.3	206	£27749
3.2 TDCi (200) Double Cab Limited M	M	29.1	10.3	256	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	£30389

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited

Kuga - 4524x1838mm, EURO-NCAP N/A

DRIVER POWER POS: 34

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	£26345

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Mustang - 4784x1916mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	N/A	179	£28995
5.0 V8 GT Fastback	M	20.9	4.4	299	£32995

Auto: add £500, Convertible: add £4000

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 22127 / Dealers: 54
Warranty: 6 years/125000 miles

Steed - 5040x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	CO ₂	Insurance group	List price
2.0 (139) S Double Cab	L	32.8	17.0	222	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196
Warranty: 3 years/60000 miles

Jazz - 3900x1695mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 47

1.2 i-VTEC S	D	53.0	12.5	123	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	£13395
1.3 iMA Hybrid auto HE	B	63.0	12.1	104	£17150
1.3 iMA Hybrid auto HS	B	63.0	12.1	104	£17650
1.3 iMA Hybrid auto HX	B	63.0	12.1	104	£19250
1.4 i-VTEC ES Plus	D	51.0	11.5	126	£14895
1.4 i-VTEC EX	D	50.0	11.8	129	£15995
1.4 i-VTEC Si	D	51.0	11.5	128	£14995

Auto: add £1100 to 1.4, T-spec: add £995 to S, SE, ES, EX, EXL and iMA

Civic - 4300x1770mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.4 i-VTEC S	D	52.3	13.4	129	£15975
1.4 i-VTEC SE	E	48.7	9.1	137	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	£19615
1.6 i-DTEC S	A	78.5	10.5	94	£18775
1.6 i-DTEC SE Plus	A	78.5	10.5	94	£20570
1.6 i-DTEC Sport	A	76.3	10.5	98	£20820
1.6 i-DTEC SR	A	78.5	10.5	94	£23140
2.0 i-VTEC Type R	N/A	5.7	N/A	N/A	£23995
2.0 i-VTEC Type R GT	N/A	5.7	N/A	N/A	£32295

Auto: add £1400-£1415 to 1.8 i-VTEC, SE Plus: add £1990 to S, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

Accord - 4725x1840mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 31

2.0 i-VTEC ES	G	41.0	9.4	159	£23200
2.0 i-VTEC EX	G	40.0	9.9	162	£25680
2.2 i-DTEC ES	E	53.0	9.4	138	£25400
2.2 i-DTEC EX	F	52.0	9.5	141	£25795
2.2 i-DTEC Type S	F	50.0	8.8	147	£31435
2.4 i-VTEC EX	J	33.0	8.1	199	£27885

Auto: add £1610 to 2.0 i-VTEC, £1550 to 2.4 i-VTEC, 2.2 i-DTEC (not Type S), Tourer: add £1385-£1575, ES GT: add £920 to ES spec

CR-V - 4570x1820mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.0 i-VTEC S 2WD	H	39.2	10.0	168	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	£25610
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	£30435
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	£23400
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	£28495
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	£27570
1.6 i-DTEC (160) SR 4WD	D	55.4	9.8	133	£240625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	£32470

Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162
Warranty: 5 years/unlimited miles

i10 - 3665x1660mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.0 S	B	60.1	14.9	108	£8595
1.0 S Air	B	60.1	14.9	108	£9260
1.0 SE	B	60.1	14.9	108	£9660
1.2 SE	C	57.6	12.3	114	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	£9910
1.0 Premium	B	60.1	14.9	108	£10360
1.2 Premium	C	57.6	12.3	114	£10860

Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium

i20 - 4035x1734mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.2 (75) S 5dr	C	58.9	13.6	112	£10695
1.1 CRDi (75) S 5dr	A	88.3	16.0	84	£12445
1.2 (84) SE 5dr	C	55.4	13.1	119	£12225
1.4 (100) SE 5dr	C	51.4	11.6	127	£13325
1.1 CRDi (75) SE 5dr	B	70.6	16.0	103	£14225
1.4 CRDi (90) SE 5dr	B	68.9	12.1	106	£14725
1.2 (84) Premium 5dr	C	55.4	13.1	119	£13725
1.4 (100) Premium 5dr	C	51.4	11.6	127	£15325
1.4 CRDi (90) Premium 5dr	B	68.9	12.1	106	£15725

Auto: add £900 to 1.4 (100), S Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)

i30 - 4300x1780mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.4 (100) S 5dr	E	47.1	13.2	138	£15195
1.6 CRDi (110) Blue Drive S 5dr	A	78.4	11.5	94	£17195
1.4 (100) SE 5dr	E	47.1	13.2	138	£16495
1.6 (120) auto SE 5dr	G	41.5	11.9	158	£17895
1.6 CRDi (110) Blue Drive SE 5dr	A	78.4	11.5	94	£18495

	Eco band	MPG	CO ₂	Insurance group	List price	
1.4 Classic	D	50.0	12.9	130	7	£12515
1.4 Style	D	50.0	12.9	130	8	£14615
1.4 CRDi Classic	C	66.0	14.5	114	9	£13835
1.6 CRDi Active	C	64.0	11.5	117	9	£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£16335
1.6 auto Active	G	44.0	12.2	154	10	£15010
1.6 auto Style	G	44.0	12.2	154	10	£15960

ix35 - 4410x1820mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 90

1.6 GDI 2WD S	G	41.5	11.1	158	18	£17000
1.7 CRDi 2WD S	E	53.3	12.4	139	16	£18500
1.6 GDI 2WD SE	G	41.5	11.1	158	18	£18600
1.7 CRDi 2WD SE	E	53.3	12.4	139	16	£20100
2.0 CRDi 4WD SE	F	49.6	11.3	145	21	£23000
1.7 CRDi 2WD Premium	F	50.4	12.4	147	17	£22850
2.0 CRDi 4WD Premium	F	49.6	11.3	149	21	£25750

Auto: add £1465 to 2.0 CRDi, iSG; add £180 to 1.6 GDI, Premium
Panorama: add £800 to Premium

Santa Fe - 4690x1880mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.2 CRDi Style 2WD 5-seat	G	47.9	9.4	155	18	£27800
2.2 CRDi Style 4WD 5-seat	G	46.3	9.8	159	19	£29000
2.2 CRDi Premium 4WD 5-seat	G	46.3	9.8	159	19	£30020
2.2 CRDi Premium SE 4WD 7-seat	G	46.3	9.8	159	20	£33720

Auto: add £1705 to 4WD models, Seven seats: add £1200

Genesis - 4990x1890mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.8 V6 GDI Genesis	M	25.2	6.5	261	42	£47995
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INFINITI

www.infiniti.co.uk / Dealers: 10
Warranty: 3 years/60000 miles

Q50 - 4790-4800x1820mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium
Executive: add £3120 to Premium

Q60 - 4655-4780x1770-1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860

Q70 - 4945x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100

Tech spec: add £4100 to Premium; £2350 to Sport

QX50 - 4635-4645x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£34963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449

Premium spec: add £3598 to GT models

QX70 - 4865x1925mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54025

Premium spec: add £4450 to GT and S models

ISUZU

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97
Warranty: 5 years/125000 miles

D-Max - 5295x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5D Elger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£32325
2.0d (163) Portfolio	A	75.0	7.9	99	24	£32975
2.0d (180) SE	B	67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	27	£33675
2.0i (200) auto SE	I	37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	29	£33095
2.0i (240) auto Portfolio	I	37.7	6.5	179	29	£33745
3.0i S/C (340) auto S	J	34.9	4.9	194	35	£44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

XF (NEW) - 4954x1987mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) Prestige	B	71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B	71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	N/A	£36400
2.0d (180) Prestige	C	65.7	7.5	114	N/A	£32800

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0d (180) R-Sport	C	65.7	7.5	114	N/A	£35100
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	£37300
3.0d (300) V6 auto S	F	51.4	5.8	144	N/A	£49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	198	N/A	£49950
Auto: add £1750						

XE - 5122-5247x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0D V6 auto Luxury	I	40.0	6.4	184	48	£56870
3.0D V6 auto Portfolio	I	40.0	6.4	184	49	£67870
3.0D V6 auto Premium Luxury	I	40.0	6.4	184	48	£60670
3.0 V6 S/C auto Portfolio	L	30.0	5.7	224	49	£73450
3.0 V6 S/C auto Premium Luxury	L	30.0	5.7	224	49	£65995
5.0 V8 S/C auto LWB Supersport	L	30.0	5.7	224	50	£95895
5.0 V8 S/C auto XJR	L	24.4	4.4	270	50	£92395

Long wheelbase: add £3110 (not XJR)

F-Type - 4470x1923mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800

Auto: add £1800 to V6, 4WD; add £4850 to V6 S and V8 R
Convertible: add £5485 to all models

XX - 4794x1892mm, EURO-NCAP N/A

DRIVER POWER POS: 41

5.0 V8 auto XK Signature	M	25.0	5.5	264	47	£54975
5.0 V8 S/C auto XK Dynamic R	M	23.0	4.8	292	50	£69975
5.0 V8 S/C auto XKR-S	M	23.0	4.4	292	50	£97490

XK Convertible: add £6000

JEEP

www.jeep.co.uk / Brochure: 08000 0426537 / Dealers: 73
Warranty: 3 years/60000 miles

Renegade - 4236x1805mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18995
1.6 MultiJet (120) Sport	C	61.4	10.2	120	13	£18695
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	£19795
1.6 MultiJet (120) Longitude	C	61.4	10.2	120	13	£20295
2.0 MultiJet (140) AWD Longitude	E	55.4	9.5	134	15	£22795
2.0 MJet (170) auto 4WD Low Lite	G	48.7	8.9	151	15	£26595
2.0 MJet (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	£27995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

Wrangler - 4223-4751x1873-1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

Compass - 4448x1812mm, EURO-NCAP ★★

DRIVER POWER POS: N/A

2.0 VVT Sport 4x2	H	37.2	10.6	175	22	£18470
2.2 CRD Limited 4x4	H	42.8	9.8	172	28	£25740
2.4 VVT auto North 4x4	K	31.4	10.5	209	24	£21010
2.4 VVT auto Limited 4x4	K	31.4	10.5	209	24	£23860

Cherokee - 4623x1859mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 MultiJet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 MultiJet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 MJet (170) L'xide 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£34245

Longitude Plus: add £2200, Limited: add £5700

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£60720

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170
Warranty: 7 years/100000 miles

Picanto - 3595x1595mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 54

1.0 1.3dr	A	67.0	13.9	99	3	£8145
1.0 2.5dr	A	67.0	14.4	99	4	£9945
1.25 2.5dr	A	67.0	14.4	100	7	£10545
1.25 3.5dr	B	60.0	11.4	109	10	£11545
1.25 4.5dr	B	60.0	11.4	109	12	£12095
1.25 5.5dr	B	60.0	11.4	109	12	£11845
1.25 5.5dr Quantum 3dr	A	60.0	11.0	100	10	£11995

Auto: add £600 to Picanto 2, 3, White and Quantum, 5dr; add £200 to Picanto 1, VR7; add £1500 to Picanto 1

Rio - 4045x1720mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 5

1.1 CRDi 1.5I 5dr	A	88.0	14.9	85	3	£1199
1.1 CRDi 2.5I 5dr	A	74.0	15.5	99	3	£1389
1.2S 1.5dr	C	57.0	12.6	114	5	£1069
1.2S 2.5dr	C	55.0	12.6	119	5	£1259
1.4 2.5dr	D	51.0	11.1	128	8	£1339
1.4 3.5dr	D	51.0	11.1	128	8	£1389
1.4 CRDi 2.5I 5dr	B	71.0	13.7	105	7	£1449
1.4 CRDi 3.5I 5dr	B	71.0	13.7	105	7	£1539
1.4 4.5dr	D	51.0	11.1	128	8	£1559
1.4 CRDi 4.5I 5dr	B	71.0	13.7	105	7	£1669

Auto; add £900 to 1.4 2 & 3 Sdr; Rio 3dr: £600 less than 5dr (not Rio 1); VR7; add £1250 to 1.2S Rio 1

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DRIVER POWER POS: N/A

3.8 V8TT 55G 650S	M	24.2	3.0	275	50	£195275
3.8 V8TT 55G 650S Spider	M	24.2	3.0	275	50	£215275

P1 - 4588x1890mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.8 V8TT DCT Hybrid P1	J	34.0	2.8	194	50	£866000
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MASERATI

www.maserati.com / Brochure: 0800 064 6468 / Dealers: 17
Warranty: 3 years/unlimited miles

Ghibli - 4971x1948mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6TT auto	K	29.4	5.6	223	N/A	£52615
3.0 V6TT auto S	L	27.2	5.0	242	N/A	£63760
3.0 V6 auto Diesel	G	47.9	6.3	158	N/A	£49160

Quattroporte - 5262x1948mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6 auto Diesel	G	45.6	6.4	163	50	£69235
3.0 V6TT auto S	L	27.2	5.1	242	50	£80115
3.8 V8 auto GT5	M	23.9	4.7	274	50	£108185

GranTurismo - 4881x4933x1847-1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.2 V8 auto	M	19.8	5.2	330	50	£82280
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£110135
4.7 V8 Sport	M	18.2	4.7	360	50	£94140

GranCabrio - 4881x4933x1847-1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/50000 miles

2 (NEW) - 4060x1695mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£11995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5D (105) SE-L	A	83.1	10.1	89	15	£15995
1.5D (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

3 - 4465x4585x1795mm, EURO-NCAP N/A

DRIVER POWER POS: 24

1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.2D (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.2D (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.2D. Fastback same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 (145) SE	D	51.4	9.5	129	18	£19595
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2D (150) SE	B	68.9	9.0	108	21	£22095
2.2D (150) Sport	B	68.9	9.0	108	21	£25295
2.2D (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495

CX-3 - 4275x1785mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 (120) 2WD SE	E	47.9	9.0	137	N/A	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	N/A	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	N/A	£20495
2.0 (150) AWD Sport Nav	F	44.1	8.7	150	N/A	£22495
1.5D (105) SE	B	70.6	10.1	105	N/A	£18995
1.5D (105) SE-L	B	70.6	10.1	105	N/A	£20395
1.5D (105) Sport Nav	B	70.6	10.1	105	N/A	£21895

Auto: add £1200 to (120) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

CX-5 - 4540x1840mm, EURO-NCAP N/A

DRIVER POWER POS: 13

2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.2D (150) SE-L	C	61.4	9.2	119	20	£23295
2.2D (150) SE-L-Lux	C	61.4	9.2	119	20	£24695
2.2D (150) Sport	C	61.4	9.2	119	21	£25695
2.2D (175) Sport 4WD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

MX-5 - 4020x1720mm, EURO-NCAP N/A

DRIVER POWER POS: 96

1.8i SE Air Con	H	40.0	9.9	167	22	£18495
2.0i Roadster Coupe Sport Tech	I	36.0	7.6	181	26	£23095
2.0i auto Roadster Coupe Pshfit	J	35.3	8.9	188	26	£23695
2.0i Roadster Coupe 25th Anniv	I	36.0	7.9	181	26	£22995

Roadster Coupe: add £1500, Sport Venture: add £500 to 1.8 SE, £1000 to 1.8 SE RC, Tech £400 off 2.0 Sport Tech RC

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles

A-Class - 4293x1780mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	49.6	8.4	134	23	£23365
1.9 auto A 250 AMG Sport	F	45.6	6.6	145	33	£27440
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

DRIVER POWER POS: N/A

1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	49.6	8.4	134	23	£23365
1.9 auto A 250 AMG Sport	F	45.6	6.6	145	33	£27440
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

B-Class - 4393x1786mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
1.2 B 200 CDI SE	C	65.7	9.9	111	19	£23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£27125

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33440
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport models, Shooting Brake: add £850-£980

C-Class - 4686x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 C 200 AMG Line	D	51.4	7.5	128	31	£30760
2.0 auto C 200 AMG Line	D	51.4	7.3	127	32	£32260
2.0 C 200 BlueTEC AMG Line	B	72.4	9.7	106	26	£32745
2.0 C 200 BlueTEC SE	B	72.4	9.7	102	25	£28985
2.0 C 200 SE	D	53.3	7.5	123	29	£27270
2.1 C 220 BlueTEC AMG Line	B	68.9	7.7	106	31	£33270
2.1 C 220 BlueTEC SE	B	70.6	7.7	103	29	£29780
2.1 auto C 220 BlueTEC AMG Line	C	64.2	7.4	113	31	£34770
2.1 auto C 250 BlueTEC AMG Line	C	64.2	6.6	113	37	£35925
2.1 auto C 250 BlueTEC SE	B	65.7	6.6	109	35	£32435
2.1 aut C 300 BlueTEC Hyb AMG L	A	78.5	6.4	99	37	£38355
2.1 auto C 300 BlueTEC Hybrid SE	A	78.5	6.4	94	36	£35045
4.0T auto AMG C 63	J	34.5	4.1	192	47	£59795
4.0T auto AMG C 63 S	J	34.5	4.0	192	48	£66545

Auto: add £1500, SE Executive: add £995 to SE (not C220 BlueTEC), Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP N/A

DRIVER POWER POS: 27

2.0 auto E 200 AMG Line	F	46.3	7.9	142	40	£36850
2.0 auto E 200 SE	E	47.9	7.9	138	43	£34340
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	128	39	£36765
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34270
2.0 auto E 250 AMG Line	F	46.3	7.4	142	41	£39980
2.0 auto E 250 SE	E	47.9	7.4	138	41	£35470
2.1 auto E 250 CDI AMG Line	E	55.4	7.5	134	43	£39445
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£36820
2.1 aut E 300 BTEC Hybrid AMG Li	B	67.3	7.1	110	45	£42375
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44	£39880
3.0 auto E 350 BlueTEC AMG Line	E	53.3	6.4	139	46	£41210
5.5 V8TT MCT E 63 AMG	L	28.8	4.2	230	47	£74115
5.5 V8TT MCT E 63 AMG S	L	28.5	4.1	232	49	£84110

Auto: add £1520 to E220 CDI, Estate: add £1790-£1915, Premium: add £2695 to SE/AMG Line, Premium Plus: add £1200 to Premium

CLS-Class - 4940x1881mm, EURO-NCAP N/A



3.0 auto ML 350 BlueTEC SE Exec **J** 39.2 7.4 179 43 **£51335**
 5.5 V8TT auto ML 63 AMG **M** 23.9 4.8 276 50 **£86995**
 AMG Line: add £2660 to SE Executive

GL-Class - 5141x1982mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto GL 350 CDI AMG Sport **K** 35.3 7.9 209 49 **£60750**
 5.5 V8TT auto GL 63 AMG **M** 23.0 4.9 288 50 **£93350**

G-Class - 4763x1855mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto G 350 BlueTEC **M** 25.2 9.1 295 50 **£86435**
 5.5 V8TT auto G 63 AMG **M** 20.5 5.4 322 50 **£126655**

C-Class Coupe - 4590x1770mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.8 C 180 AMG Sport Edition **F** 44.1 8.5 149 32 **£29965**
 2.2 C 220 CDI Executive SE **B** 68.9 8.4 109 34 **£31130**
 2.2 C 220 CDI AMG Sport Edition **E** 68.9 8.4 109 38 **£32460**
 2.2 C 250 CDI AMG Sport Edition **F** 52.3 7.0 143 38 **£33515**
 6.3 V8 auto C 63 AMG Sport Edition **SOT** 23.5 4.2 280 50 **£68495**
 Auto: add £1500

E-Class Coupe - 4698x1786mm, EURO-NCAP N/A
DRIVER POWER POS: 27

2.1 auto E 200 AMG Line **E** 47.1 7.8 140 41 **£38420**
 2.1 auto E 220 BlueTEC AMG Line **D** 57.7 8.3 129 40 **£39110**
 2.1 auto E 220 BlueTEC SE **D** 60.1 8.3 122 40 **£36615**
 3.0 auto E 250 CDI AMG Line **E** 57.7 7.3 129 44 **£40730**
 2.0 auto E 350 BlueTEC AMG Line **E** 54.3 6.2 136 47 **£42425**
 3.0 auto E 400 AMG Line **G** 40.9 5.2 161 46 **£46110**
 E-Class Cabriolet: add £3370-£3500

S-Class Coupe - 4698x1786mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.6 auto S 500 AMG Line **K** 49.6 4.6 219 50 **£96190**
 5.5 V8TT auto S 63 AMG **L** 47.1 4.2 237 50 **£125595**
 6.0 V12TT auto S 65 AMG **M** 37.2 4.1 279 50 **£183065**

SLK-Class - 4134x1810mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.8 SLK 200 AMG Sport **G** 41.5 7.3 158 41 **£34750**
 1.8 SLK 250 AMG Sport **H** 42.8 6.6 169 42 **£38705**
 2.2 auto SLK 280 CDI **E** 56.5 6.7 132 42 **£33150**
 2.2 auto SLK 250 CDI AMG Sport **E** 56.5 6.7 132 42 **£37150**
 3.5 auto SLK 350 AMG Sport **H** 39.8 5.6 167 45 **£44605**
 5.5 V8 SLK 55 AMG **J** 33.6 4.6 195 50 **£55345**
 Auto: add £1520 to SLK 200, add £1410 to SLK 250

SL-Class - 4613x1877mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 V6TT auto SL 400 AMG Sport **I** 36.7 5.2 178 50 **£72500**
 4.7 auto SL 500 AMG Sport **K** 30.6 4.6 212 50 **£89195**
 5.5 V8TT auto SL 63 AMG **L** 28.5 4.3 231 50 **£112510**
 6.0 V12TT auto SL 65 AMG **M** 24.4 4.0 270 50 **£170815**

AMG GT - 4546x1939mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.0 V8TT (462) DCT AMG GT **K** 30.4 4.0 216 50 **£97195**
 4.0 V8TT (510) DCT AMG GT **S** **K** 30.1 3.8 219 50 **£110495**

MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46
 Warranty: 3 years/60000 miles

MG3 - 4018x1729mm, EURO-NCAP☆☆
DRIVER POWER POS: N/A

1.5 (106) 3 Time **E** 48.7 10.4 136 4 **£8399**
 1.5 (106) 3 Form **E** 48.7 10.4 136 4 **£9299**
 1.5 (106) 3 Form Sport **E** 48.7 10.4 136 4 **£9549**
 1.5 (106) 3 Style **E** 48.7 10.4 136 4 **£9999**

MG6 - 4651x1827mm, EURO-NCAP N/A
DRIVER POWER POS: 6

1.8 TCI GT S 5dr **H** 37.7 8.4 174 13 **£15455**
 1.8 TCI GT SE 5dr **H** 37.7 8.4 174 14 **£16955**
 1.8 TCI GT TSE 5dr **H** 37.7 8.4 174 14 **£18955**
 1.9 DTI-Tech GT S 5dr **D** 57.6 8.9 129 14 **£16995**
 1.9 DTI-Tech GT SE 5dr **D** 57.6 8.9 129 14 **£18195**
 1.9 DTI-Tech GT TSE 5dr **D** 57.6 8.9 129 15 **£20195**
 Magnette 4dr: add £1000 (TSE only)

MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148
 Warranty: 3 years/unlimited miles

MINI - 3821-3850x1727mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.2T One **B** 61.4 9.9 108 20 **£13750**
 1.2 One D **A** 83.1 11.0 89 20 **£14890**
 1.5T Cooper **B** 52.0 7.9 105 20 **£15300**
 1.5 Cooper D **A** 74.0 9.2 92 17 **£16450**
 2.0T Cooper S **E** 49.0 6.8 133 28 **£18655**
 2.0 Cooper SD **B** 68.9 7.4 106 23 **£19450**
 Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, 5dr: add £600 to Cooper and above

Convertible - 3723x1683mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.6 Cooper **E** 49.6 11.1 133 18 **£17850**
 1.6 Cooper D **B** 70.6 10.3 105 19 **£18910**
 1.6T Cooper S **E** 47.1 7.3 139 32 **£21050**
 1.6T John Cooper Works **H** 41.5 6.9 169 36 **£25295**
 1.6 One **E** 49.6 11.3 133 14 **£16420**
 2.0 Cooper SD **C** 62.8 8.7 118 23 **£21730**

Paceman - 4110x1789mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.6 Cooper **E** 47.1 10.4 140 16 **£18980**

1.6 Cooper D **C** 64.2 10.8 115 15 **£20210**
 1.6T Cooper S **F** 46.3 7.5 143 30 **£22350**
 2.0 Cooper SD **D** 61.4 9.2 122 20 **£23070**
 1.6T ALL4 John Cooper Works **H** 38.2 6.9 172 33 **£29440**
 Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.6 Cooper **E** 47.0 10.5 140 16 **£18510**
 1.6 Cooper D **C** 64.0 10.9 115 16 **£19740**
 1.6T Cooper S **F** 46.0 7.6 143 30 **£21890**
 1.6 One **E** 47.0 11.9 139 12 **£16990**
 1.6 One D **C** 64.0 12.9 115 13 **£17990**
 2.0 Cooper SD **D** 61.0 9.3 122 20 **£22610**
 1.6T ALL4 John Cooper Works **H** 38.2 7.0 172 33 **£28870**
 Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Coupe - 3728x1683mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.6 Cooper **D** 52.0 9.0 127 17 **£16840**
 1.6T Cooper S **E** 49.0 6.9 136 30 **£19990**
 1.6T John Cooper Works **G** 40.0 6.4 165 36 **£24010**
 2.0 Cooper SD **C** 66.0 7.9 114 22 **£20710**
 Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

Roadster - 3728x1683mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.6 Cooper **D** 52.0 9.0 127 17 **£18260**
 1.6T Cooper S **E** 49.0 6.9 136 30 **£21145**
 1.6T John Cooper Works **G** 40.0 6.4 165 36 **£24995**
 2.0 Cooper SD **C** 66.0 7.9 114 22 **£21860**
 Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113
 Warranty: 3 years/unlimited miles

i - 3475x1475mm, EURO-NCAP☆☆
DRIVER POWER POS: N/A

49kW auto i-MIEV **A** N/A 16.0 0 27 **£23499**

Mirage - 3710x1665mm, EURO-NCAP☆☆
DRIVER POWER POS: N/A

1.0 Mivec 1 **A** 67.3 13.6 96 15 **£8999**
 1.2 Mivec 2 **A** 68.9 11.7 96 18 **£10999**
 1.2 Mivec 3 **A** 65.7 11.7 100 18 **£11999**
 1.2 Mivec auto 3 **A** 68.9 12.8 95 18 **£12999**

ASX - 4295x1770mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.6 2 **E** 47.1 11.4 137 13 **£14999**
 1.6 3 **E** 47.1 11.4 137 13 **£17250**
 1.8 Di-D 3 **E** 55.4 10.2 134 19 **£19250**
 1.8 Di-D 4WD 4 **E** 54.3 10.6 136 19 **£23249**
 2.2 Di-D auto 4WD 4 **E** 48.7 10.8 153 20 **£24649**

Outlander - 4655x1800mm, EURO-NCAP☆☆
DRIVER POWER POS: N/A

2.2 Di-D GX2 **E** 53.3 10.2 138 22 **£23799**
 2.2 Di-D GX3 **E** 52.3 10.2 140 23 **£26599**
 2.2 Di-D GX4 **E** 52.3 10.2 140 24 **£30499**
 2.2 Di-D auto GX5 **G** 48.7 11.7 153 22 **£33999**
 2.0 Hybrid auto GX3h PHEV **A** 148.011.0 44 26 **£28249**
 2.0 Hybrid auto GX4h PHEV **A** 148.011.0 44 27 **£28449**
 2.0 Hybrid auto GX4h PHEV **A** 148.011.0 44 24 **£34999**
 Auto: add £1400 to GX4

L200 - 5005-5185x1750mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.5 Di-D Trojan Double Cab **K** 35.8 12.1 208 22 **£21599**
 2.5 Di-D Warrior Double Cab **K** 35.8 12.1 208 23 **£23519**
 2.5 Di-D Barbarian Double Cab **K** 35.8 12.1 208 24 **£27119**
 2.5 Di-D Walkinshaw Double Cab **K** 35.8 12.1 208 22 **£34300**
 Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian

Shogun - 4385-4900x1875mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.2 Di-DC SWB SG2 **K** 36.2 9.7 207 32 **£26199**
 3.2 Di-DC SWB Warrior **K** 36.2 9.7 207 30 **£29369**
 3.2 Di-DC LWB SG2 **K** 34.9 10.5 213 32 **£28599**
 3.2 Di-DC auto LWB SG3 **K** 33.2 11.1 224 34 **£37399**
 3.2 Di-DC auto LWB SG4 **K** 33.2 11.1 224 34 **£36799**
 Auto: add £1685 to SG2/Warrior

MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18
 Warranty: 2 years/unlimited miles

3 Wheeler - 3225x1720mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 3 Wheeler **N/A** 4.5 N/A N/A **£25950**
 4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Roadster - 4010x1630-1751mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.6 4/4 **F** 44.1 8.0 143 N/A **£33075**
 2.0 Plus 4 **G** 40.4 7.5 162 N/A **£36285**
 3.7 Roadster **L** 28.8 5.5 230 N/A **£45900**
 4 Plus 8 **M** 23.0 4.5 282 N/A **£58200**
 4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Aero - 4147x1751mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.8 V8 auto Aero Coupe **M** 23.0 4.5 282 N/A **£99950**
 4.8 V8 auto Aero Supersports **M** 23.0 4.5 282 N/A **£126900**
 Manual: no cost option

NISSAN

www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225
 Warranty: 3 years/60000 miles

Micra - 3780x1675mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.2 (80) Visia **C** 56.5 13.7 115 5 **£10295**
 1.2 (80) Acenta **C** 56.5 13.7 115 5 **£11945**
 1.2 (80) Tekna **C** 56.5 13.7 115 5 **£13345**
 1.2 DiG-S (98) Visia **A** 65.7 11.3 99 8 **£12045**
 1.2 DiG-S (98) Acenta **A** 65.7 11.3 99 9 **£13045**
 1.2 DiG-S (98) Tekna **A** 65.7 11.3 99 8 **£14445**
 Auto: add £1000 to 1.2 Acenta/Visia, DiG-S Tekna

Note - 4100x1690mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.2 (80) Visia **B** 60.1 13.7 109 6 **£12130**
 1.5 dCi (90) Visia **A** 78.5 11.9 95 8 **£14130**
 1.2 (80) Acenta **B** 60.1 13.7 109 6 **£13525**
 1.2 DiG-S (98) Acenta **A** 65.7 11.7 99 10 **£14625**
 1.5 dCi (90) Acenta **A** 78.5 11.9 95 8 **£15525**
 1.2 DiG-S (98) Tekna **A** 65.7 11.7 99 10 **£16470**
 1.5 dCi (90) Tekna **A** 78.5 11.9 95 9 **£17370**
 Auto: add £1000 to DiG-S, Acenta Premium: add £900 to Acenta, n-tec: add £900 to Acenta Premium

Juke - 4135x1765mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.6 Visia **E** 56.5 12.0 138 8 **£13620**
 1.5 dCi (110) Visia **B** 70.6 11.2 104 11 **£15520**
 1.2 DiG-T (115) Acenta **D** 50.4 10.8 129 11 **£15320**
 1.6 Xtronic Acenta **F** 44.8 11.5 145 10 **£16320**
 1.5 dCi (110) Acenta **B** 70.6 11.2 104 12 **£16715**
 1.6 DiG-T (190) Acenta Premium **G** 40.9 8.2 159 19 **£18150**
 1.6 DiG-T (190) AWD Xtrn Acn Pm **H** 38.2 8.4 169 19 **£20350**
 1.5 dCi (110) Tekna **D** 50.4 10.8 129 11 **£17770**
 1.6 Xtronic Tekna **F** 44.8 11.5 145 10 **£18770**
 1.5 dCi (110) Tekna **B** 70.6 11.2 104 12 **£19165**
 1.6 DiG-T (190) Tekna **G** 40.9 8.2 159 20 **£19200**
 1.6 DiG-T (190) AWD Xtronic Tekna **H** 38.2 8.4 169 19 **£21400**
 1.6 DiG-T (218) Nismo RS **G** 39.2 7.0 165 22 **£21650**
 1.6 DiG-T (218) AWD Xtronic Nismo **H** 38.2 8.0 169 20 **£23750**
 Auto: add £1000 to 1.6 (117), Acenta Premium: add £1100 to Acenta

Leaf - 4445x1770mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

109PS Visia **A** N/A 11.9 0 23 **£21490**
 109PS Acenta **A** N/A 11.9 0 23 **£23490**
 109PS Tekna **A** N/A 11.9 0 24 **£25490**
 Leaf Flex: take off £5000, add £70 per month battery rental, Visia+: add £1000 to Visia

Pulsar - 4387x1768mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.2 DiG-T (115) Visia **C** 55.4 10.8 118 12 **£15995**
 1.5 dCi (110) Visia **A** 78.5 11.5 94 13 **£17595**
 1.2 DiG-T (115) Acenta **C** 55.4 10.8 118 10 **£17645**
 1.5 dCi (110) Acenta **A** 78.5 11.5 94 11 **£18245**
 1.6 DiG-T (190) Acenta **E** 47.1 7.7 138 17 **£19775**
 1.2 DiG-T (115) n-tec **C** 55.4 10.8 118 10 **£18995**
 1.5 dCi (110) n-tec **A** 78.5 11.5 94 12 **£20595**
 1.6 DiG-T (190) n-tec **E** 47.1 7.7 138 17 **£21125**
 1.2 DiG-T (115) Tekna **C** 55.4 10.8 118 10 **£20345**
 1.5 dCi (110) Tekna **A** 78.5 11.5 94 12 **£21945**
 1.6 DiG-T (190) Tekna **E** 47.1 7.5 138 18 **£22475**
 Auto: add £1350 to DiG-T

Qashqai - 4330x1780mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 21

1.2 DiG-T (115) Visia **D** 50.4 11.3 129 17 **£18265**
 1.5 dCi (110) Visia **A** 74.3 12.4 99 17 **£20015**
 1.2 DiG-T (115) Acenta **D** 50.4 11.3 129 17 **£19850**
 1.5 dCi (110) Acenta **A** 74.3 12.4 99 17 **£21330**
 1.2 DiG-T (115) n-tec **D** 50.4 11.3 129 17 **£21700**
 1.5 dCi (110) n-tec **A** 74.3 12.4 99 17 **£23450**
 1.2 DiG-T (115) Tekna **D** 50.4 11.3 129 14 **£23800**
 1.5 dCi (110) Tekna **A** 74.3 12.4 99 15 **£25550**
 1.6 dCi (130) Tekna **C** 64.2 10.5 115 19 **£26800**
 1.6 dCi (130) Tekna 4WD **D** 57.6 10.9

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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 HDI (115) Active	E	56.4	12.9	132	14	£22445
2.0 HDI (150) Active	F	51.3	10.0	142	18	£23450

Auto: add £850 to 1.6 HDI, £1205 to 2.0 HDI, Allure: add £1750 to Active (not 1.6 VTI)

2008 - 4159x1739-1829mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 11						
1.2 VTI (82) Access+	C	57.6	13.5	114	10	£12995
1.4 HDI (70) Access+	B	70.6	14.9	104	10	£14295
1.2 VTI (82) Active	C	57.6	13.5	114	11	£14095
1.6 VTI (120) Active	E	47.9	9.5	135	19	£15050
1.4 HDI (70) Active	B	70.6	14.9	104	10	£15395
1.6 e-HDI (92) EGC Active	A	74.3	13.3	98	17	£16645
1.2 VTI (82) Allure	C	57.6	13.5	114	11	£15295
1.6 VTI (120) Allure	E	47.9	9.5	135	20	£16450
1.6 e-HDI (92) EGC Allure	A	74.3	13.3	98	18	£17845
1.6 e-HDI (115) EGC Allure	B	70.6	10.4	106	20	£18045
1.6 VTI (120) Feline Calima Amb	E	47.9	9.5	135	19	£17850
1.6 e-HDI (92) Feline Calima Amb	B	70.6	12.8	103	17	£18845
1.6 e-HDI (115) Feline Calima Amb	B	70.6	10.4	106	20	£19445

Auto: add £600 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambience: add £200 to Calima Ambience

RCZ - 4290x1845mm, EURO-NCAP N/A						
DRIVER POWER POS: 20						
1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport

PORSCHE						
www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36						
Warranty: 3 years/unlimited miles						
Panamera - 4970x1931mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8 TPT PDK Panamera Turbo	L	27.7	4.1	239	50	£108006

Panamera 4: add £3561 to Panamera, Panamera 4S: add £3642 to Panamera S, Turbo S: add £23146 to Turbo

Macan - 4681x1923mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
2.0T PDK Macan	H	39.2	6.9	168	35	£40276
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£43300
3.0 V6 PDK Macan S Diesel	K	46.3	6.3	159	39	£43300
3.6 V6T PDK Macan Turbo	K	31.7	4.8	208	44	£59300

Cayenne - 4855x1939mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£49902
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£61474
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£61474
3.6 V6 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60218
4.8 V8 TPT Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£92628

Boxster - 4374-4414x1801mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.7 Boxster	J	34.4	5.8	192	40	£38810
3.4 Boxster S	K	32.1	5.1	206	43	£47035
3.4 Boxster GTS	K	31.4	5.0	211	44	£52879
3.4 Boxster Spyder	L	28.5	4.5	230	N/A	£60459

PDK: add £1922 (£2351 to GTS)

Cayman - 4380-4438x1801mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4	L	27.4	4.4	238	N/A	£64451

PDK: add £1922 (£2351 to GTS, not GT4)

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.4 Carrera	K	31.0	4.8	212	46	£73509
3.4 Carrera 4	K	31.0	4.1	215	46	£78365
3.8 Carrera 4S	K	30.7	4.3	217	47	£88400
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GTS	K	29.7	4.4	223	47	£91098
3.8 PDK Turbo	L	28.1	3.4	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK GT3	M	22.8	3.5	289	50	£100540
4.0 PDK GT3 RS	M	22.2	3.3	341	50	£131296

PDK: add £2387, Cabrio: add £8659 to Carrera/4/Turbo S, £8660 to Carrera S/4S/GTS, £8340 to Turbo, Targa: add £8012 to Carrera 4/4S

918 Spyder - 4643x1940mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.6 V8 hybrid PDK	A	85.6	2.8	79	N/A	£781155
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	70	N/A	£853155

PROTON						
www.proton.co.uk / Brochure: 0800 781 0777 / Dealers: 85						
Warranty: 3 years/50000 miles						
Savvy - 3710x1643mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.2 Style	E	50.0	13.9	134	8	£7995

Satria Neo - 3905x1710mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 GSX	G	43.0	11.5	157	3	£8495
1.6 Sport	G	43.0	11.5	157	3	£9495

Gen2 - 4310-4477x1725mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.3 GLS Sdr	G	41.0	13.5	164	6	£9195
1.6 GSX Ecologic Sdr	H	40.0	12.6	170	7	£11195

Persona 4dr: same price as Sdr

RENAULT						
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www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153						
Warranty: 4 years/100000 miles						
Twizy - 2338x1234mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						

1.0 SCe (70) Expression	B	62.8	12.0	105	2	£9495
1.0 SCe (70) Play	B	62.8	12.0	105	3	£9995
1.0 SCe (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
900cc TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
900cc TCe (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Zoe - 4084x1730mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i Dynamique Zen/Intens	A	N/A	13.5	0	16	£20043

Zoe models: add battery hire from £25 per month

Clio - 4062x1731mm, EURO-NCAP N/A						
DRIVER POWER POS: 38						

1.2 16v (75) Expression	D	51.4	15.4	127	7	£10995
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12495
900cc TCe (90) Expression+	D	62.8	12.2	104	9	£13495
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14595
1.2 16v (75) Dynamique	D	51.4	15.4	127	8	£13495
900cc TCe (90) Dynamique	B	62.8	12.2	104	9	£14495
1.5 dCi (90) Dynamique	A	83.1	11.7	90	13	£15595
900cc TCe (90) Dynamique S	B	62.8	12.2	105	10	£15495
1.5 dCi (90) Dynamique S	A	83.1	11.9	93	13	£16595
1.2 TCe (120) EDC GT Line	C	54.3	9.9	120	14	£17395
1.6T (200) EDC Renaultsport	F	44.8	6.7	144	29	£18995
1.6T (200) EDC Renaultsport Lux	F	44.8	6.7	144	29	£19995

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCe

Megane - 4295x1808mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 92						

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCe (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	17	£17750
1.2 Energy TCe (115) Dynamique T	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynamique T	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynamique T	B	70.6	9.8	104	17	£19745
2.0 GT 220	H	38.7	7.6	169	31	£19745

Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4299x1808-1848mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 92						

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	15	£18250
1.2 Energy TCe (115) Dynamique	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynamique	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynamique	B	70.6	9.8	104	20	£21445
2.0 GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25930
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy R	H	37.7	5.8	174	39	£36430

Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Coupe Cabrio: add £3600

Scenic - 4366-4573x1845mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 53						

1.6 VVT (110) XMOD Dynam Tom	I	36.7	11.7	178	19	£19365
1.2 TCe (115) XMOD Dynam Tom	E	46.3	11.7	140	18	£20455
1.5 dCi (110) XMOD Dynam Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) XMOD Dynam Tom	C	64.2	10.3	114	24	£22395
1.2 TCe (130) XMOD Dynam Tom	F	44.1	11.4	145	20	£22305
1.6 VVT (110) Dynam TomTom	H	38.2	11.7	174	19	£19360
1.2 TCe (115) S/S Dynamique Tom	E	47.9	11.7	135	19	£20455
1.2 TCe (130) S/S Dynamique Tom	E	45.6	11.4	140	20	£20805
1.5 dCi (110) S/S Dynamique Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) S/S Dynamique Tom	C	64.2	10.3	114	24	£22395

Auto: add £1100 to dCi (110), Limited: add £500 to Dynamique TomTom (not XMOD), Grand Scenic: add £1200 to Scenic

Captur - 4122x1778mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 9						

900cc TCe (90) Expression+	C	56.5	13.0	115	9	£14195
1.5 dCi (90) Expression+	A	76.4	13.1	95	11	£15595
900cc TCe (90) Dynam Media Nav	C	56.5	13.0	115	9	£15195
1.5 dCi (90) Dynam Media Nav	A	76.4	13.1	95	12	£16595
1.2 TCe (120) EDC Dyna Media Nav	D	52.3	10.9	125	14	£17395
1.5 dCi (110) Dynam Media Nav	A	76.4	11.0	98	16	£17695

Dynamique S MediaNav: add £1500 to Dynamique MediaNav, Signature: add £2500 to Dynamique MediaNav

ROLLS-ROYCE						
www.rolls-roycemotorscars.com / Brochure: 01243 384000 / Dealers: 6						
Warranty: 4 years/unlimited miles						
Ghost - 5399x1948mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						

6.6 V12 auto Ghost	M	20.8	4.7	327	N/A	£220009
6.6 V12 auto Ghost Extended WB	M	20.6	4.8	329	N/A	£250297

Wraith -						
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SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128
Warranty: 3 years/60000 miles

Mii - 3540x1641mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 12v (60) S 3dr	B	62.8	14.4	105	£8195
1.0 12v (60) S A/C 3dr	B	62.8	14.4	105	£8705
1.0 12v (60) Ecomotive 3dr	A	68.9	14.4	96	£9530
1.0 12v (60) SE 3dr	B	62.8	14.4	105	£9630
1.0 12v (60) I-TECH 3dr	B	62.8	14.4	105	£9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	£10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	£10995

Auto: add £1130 to SE, Sdr: add £350

Ibiza - 4031-4072x1693mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	£5	£11410
1.2 TDI S A/C SC 3dr	B	72.4	13.9	102	7	£13305
1.2 TDI S Ecomotive SC 3dr	A	80.7	13.9	92	7	£13830
1.4 16v SE SC 3dr	E	47.9	11.8	139	9	£12545
1.4 16v Toca 3dr	E	47.9	11.8	139	11	£12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	£12870
1.2 TSI DSG SE SC 3dr	D	53.3	9.7	124	12	£14185
1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£14910
1.2 TSI I-TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	12	£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£18980

DSG: add £895 to 1.2 TSI FR, Sdr: add £500 to SC, ST: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR

Toledo - 4482x1703mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive I-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to S (not 1.2 TSI (85))

Leon - 4263x1784mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2 TSI S 5dr	C	57.6	10.0	114	12	£16115
1.6 TDI S 5dr	C	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	10.0	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	C	54.3	8.2	119	18	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	E	47.1	7.5	139	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra 5dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr: £300 less than Sdr, Leon ST: add £825

Altea - 4282x1768mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 TDI (105) Ecomotive I-TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) I-TECH	D	57.6	9.7	129	19	£20145

DSG: add £870 to 1.6 TDI, Altea XL: add £720

Alhambra - 4854x1904mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/60000 miles

Citigo - 3563x1641mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 2

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10090
1.0 MPI (60) Elegance 3dr	A	67.3	13.2	98	2	£10695

ASG auto: add £305 to SE and Elegance (75), Sdr: add £350, GreenTech: add £360 to (60) SE and Elegance

Fabia - 3992x1732mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models

Rapid - 4483x1706mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2 (75) S	E	47.9	13.9	137	7	£13190
1.2 TSI (86) S	C	55.4	11.8	119	10	£13980
1.2 TSI (86) SE	C	55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	D	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

Octavia - 4659x1814mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2 TSI (105) S	C	57.7	9.9	114	13	£16310
1.6 TDI (105) S	A	74.3	10.4	99	13	£18360
1.2 TSI (105) SE	C	57.7	9.9	114	18	£17660
1.4 TSI (140) SE	D	53.3	8.1	121	18	£18860
1.6 TDI (105) SE	A	74.3	10.4	99	13	£19710
2.0 TDI (150) SE	B	68.9	8.2	106	19	£20610
1.4 TSI (140) Elegance	D	53.3	8.1	121	19	£20560
1.6 TDI (105) Elegance	A	74.3	10.4	99	14	£21410
2.0 TDI (150) Elegance	B	68.9	8.2	106	20	£22310
1.8 TSI (180) Laurin & Klement	F	46.3	7.3	141	25	£26570
2.0 TDI (150) Laurin & Klement	B	68.9	8.2	106	22	£26410
1.6 TDI (110) GreenLine III	A	74.3	10.6	85	15	£20300
2.0 TDI (184) vRS	C	61.4	8.1	119	26	£24020
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23755
2.0 TDI (150) 4x4 Scout	D	55.4	9.1	129	19	£25315
2.0 TDI (184) DSG 4x4 Scout	E	55.4	7.8	134	22	£27990

DSG: add £1250 (£1390 to vRS), Estate: add £800, SE Business: £500 less than SE (1.6 & 2.0 TDI only), Black Edition: add £275 to 1.6 TDI and 2.0 TDI Elegance models

Superb - 4833x1817mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 3

1.4 TSI (125) S	E	47.9	10.5	138	19	£18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	17	£23990
1.6 TDI (105) S	C	62.8	12.1	117	17	£19890
1.6 TDI (105) S GreenLine III	B	67.3	12.2	109	17	£20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	17	£21665
1.8 TSI Elegance DSG	G	40.4	8.4	162	27	£25745
1.8 TSI SE	G	41.5	8.2	158	26	£27175
2.0 TDI (140) Elegance	C	61.4	10.0	119	23	£24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	23	£26830
2.0 TDI (170) Elegance	C	61.4	8.6	120	26	£25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	26	£27760
2.0 TDI (140) S	C	61.4	10.0	119	22	£20490
2.0 TDI (140) SE	C	61.4	10.0	119	23	£22130
2.0 TDI (170) SE	C	61.4	8.6	120	25	£23060
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	35	£30655
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35	£32645

DSG: add £1435 to 2.0 TDI, Estate: add £1125, 4x4: add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG: add £2895 to 2.0 TDI (170), Outdoor: add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus: add £1000

Roomster - 4214x1684mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 81

1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£14185
1.2 TSI (86) S	E	50.0	12.6	134	9	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	£14795
1.2 TSI (86) SE	E	50.0	12.6	134	9	£14130
1.2 12v (69) S	F	46.0	15.9	143	25	£12105
1.2 TDI (75) GreenLine II	B	67.0	15.4	109	9	£16325
1.6 TDI (105) SE	D	60.0	11.5	124	13	£15640
1.6 TDI (90) SE	D	60.0	13.3	124	11	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

Yeti - 4223x1793mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 1

1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	E	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	£19565
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	£21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	£21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	£20230
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19	£23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22	£24640
1.8 TSI (160) Outdoor L&K 4x4	L	36.2	8.4	184	22	£25610
2.0 TDI (140) DSG Outdoor L&K 4x4	G	44.8	10.2	164	19	£27165
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	22	£26740

DSG: add £1100 to 1.2 TSI, Yeti Outdoor: same price as standard car, 4x4: add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE

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fortwo - 2695x1662mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£124

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 VVT Rocks	D	53.3	14.9	124	10	£13995
1.4 VVT (87) Rocks	D	53.3	12.5	125	10	£14320
1.0 T115) Rocks	C	55.4	9.9	119	10	£15995
1.4 T150) Grand Slam	E	47.9	8.5	139	15	£16995

Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks

Corsa - 4021x1736-1746mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	14.8	106	6	£13150
1.2i (70) Sting 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0 T115) S/e ecoFLEX Sting 3dr	D	57.6	10.3	114	11	£10825
1.0 T115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	2	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0 T115) S/e ecoFLEX Excite 3dr	D	57.6	10.3	114	12	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0 T115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	113	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0 T115) S/e ecoFLEX Design 3dr	D	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/e ePLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/e ePLX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£11940
1.0 T115) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	9	£13425
1.4 T115) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	10	£12595
1.3 CDTi (75) S/e ePLX SRI 3dr	A	76.3	14.8	99	6	£13845
1.3 CDTi (95) S/e ePLX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£11245
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0 T115) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.4 T115) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	10	£12340
1.3 CDTi (75) S/e ePLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/e ePLX SE 3dr	A	88.3	11.9	85	9	£14990

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), 5dr: add £600 (not Sting R), SRI VX-Line: add £1035 to SRI

Astra - 4290-4419x1753-1814mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Inspira	D	51.0	12.9	129	9	£15250
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	15	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	18	£18330
1.6 VVT (100) Excite	D	51.0	12.9	129	9	£17735
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18665
1.7 CDTi (110) ecoFLEX S/S Excite	A	63.0	11.8	99	15	£19845
1.4 VVT (100) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	9	£18735
1.6 VVT (115) SRI	F	46.0	10.9	146	12	£19545
1.4 T115) SRI	E	48.0	9.0	138	17	£20205
1.6 T115) SRI	G	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRI	A	63.0	11.8	94	15	£21740
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/S 99g SRI	A	76.0	11.8	99	15	£21245
2.0 CDTi (165) SRI	C	63.0	8.5	119	20	£22825
2.0 CDTi (195) S/S BiTurbo	D	53.3	7.8	134	26	£24205

Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

Ampere - 4498x1787mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£30495

Insignia - 4842x1856mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.8 VVT (140) Design 5dr	G	40.4	11.5	164	14	£16479
1.4 T115) S/S Design 5dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/S Design 5dr	A	76.3	11.9	119	15	£18844
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design 5dr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRI 5dr	G	40.4	11.5	164	14	£18279
1.4 T115) S/S SRI 5dr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRI 5dr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI 5dr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI 5dr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRI 5dr	C	65.7	9.5	114	20	£21894
2.0 BiCDTi (195) S/S SRI 5dr	D	60.1	8.7	125	24	£24814
2.0 T200) S/S SRI VX-Line 5dr	H	39.2	7.5	169	26	£22449
1.4 T115) S/S Elite Sdr	J	60.1	8.7	186	15	£15754
1.6 T115) S/S Elite Sdr	E	47.9	9.2	139	20	£22964
2.0 T200) S/S Elite Sdr	H	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/S Elite Sdr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite Sdr	A	76.3	10.5	99	19	£23734
2.0 CDTi (163) ecoFLEX Elite Sdr	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/S aut Elite Sdr	D	60.1	8.7	125	24	£23739
2.8 VTR VXR Super Sport Sdr	L	27.0	5.6	240	37	£29669

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0 T, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VX-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

Insignia Country T'r - 4913x1856mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 82

2.0 CDTi (163) ecoFLEX	C	62.8	9.9	119	14	£24209
2.0 CDTi (163) ecoFLEX 4x4	F	50.4	10.9	147	12	£25354
2.0 BiTurbo (195) 4x4 auto	H	42.8	9.9	174	16	£29714

Auto: add £1660 to 2.0 CDTi

Meriva - 4288x1812mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 82

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£16265
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4 VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	G	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£19395
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£18610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18845
1.4 VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4 T115) SE (a/c)	G	44.2	10.3	151	14	£20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21370

Auto: add £1420 to 1.4 T115) Exclusiv, SE, Exclusive: add £670 to S

Zafira Tourer - 4658x1884mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.4 T115) S/S Exclusiv	F	45.0	9.9	148	14	£22680
1.4 T115) S/S SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	14	£22375
1.6 CDTi (130) Exclusiv	B	54.0	11.5	109	11	£25400
2.0 CDTi (110) ES	E	54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	15	£23300
2.0 CDTi (130) ecoFLEX S/S Exclusiv	C	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/S SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/S BiTurbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4 T1, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

Mokka - 4280x1777mm, EURO-NCAP N/A

DRIVER POWER POS: 29

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	6	£18064
1.4 T115) S/S Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	13	£19749

Auto: add £930 to 1.4 T1, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

Antara - 4596x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv PWD	H	45.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Exclusiv PWD	K	32.0	10.5	206	26	£19800

Auto: add £1185, Diamond: add £800 to Exclusiv diesels

GTC - 4466x1840mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.4 T115) S/S Sport	E	48.0	9.9	139	13	£18995
1.6 T115) S/S Sport	E	48.0	9.9	139	16	£19885
1.6 T115) S/S Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/S BiTurbo	D	53.3	7.8	129	27	£24175
2.0 T280) VXR	J	34.9	5.9	189	35	£22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascada - 4696x1839mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.4 T115) S/S SE	F	44.8	10.2	148	20	£23995
1.6 T115) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	23	£26800
2.0 CDTi (165) auto SE	E	54.3	9.6	138	23	£27600
2.0 CDTi BiTurbo (195) S/S Elite	E	54.3	8.9	139	27	£29665

Auto: add Elite spec: add £2100 to SE

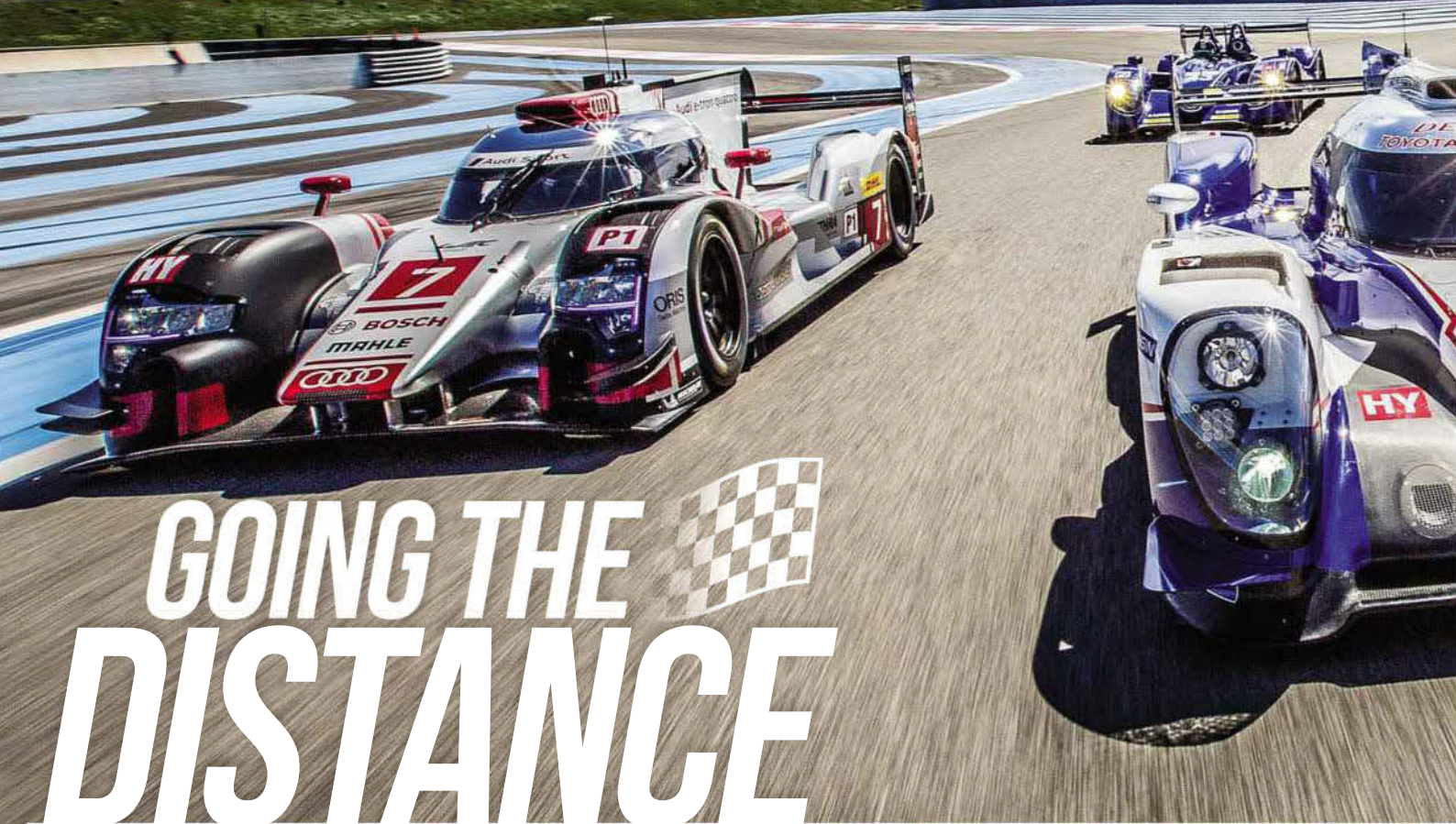
VXBR - 4941x1781mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 GT5	M	18.5	4.2	363	50	£54499
6.2 V8 GT5 auto	M	18.0	4.2	373	50	£56224

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WE TALK TO THE BRITS AT THE TOP AS ENDURANCE RACING'S WORLD CHAMPIONSHIP HITS SILVERSTONE



Stephen Errity

Stephen_Errity@dennis.co.uk

AE CUTTING-edge technology, major car manufacturers, top-line drivers and thrilling racing. We must be talking about Formula One, right? No – this is the World Endurance Championship: a global long-distance racing series centred on the iconic Le Mans 24 Hours.

Since its rebirth in 2013, the WEC has attracted Audi, Toyota, Porsche and now Nissan to its top LMP1 prototype class, along with a host of entries in the LMP2 class and always-competitive GT ranks.

The series' 2015 season kicks off at Silverstone, Northants, this weekend, and for many of the drivers, this will be their home event. Hertfordshire's Anthony Davidson is part of Toyota's

reigning world championship-winning squad, while at Audi, Cambridgeshire-born Oliver Jarvis is contesting his first full WEC season after making one-off appearances at Le Mans previously.

Newcomer Nissan has Brits Harry Tincknell and Max Chilton on its books – but won't be racing at Silverstone due to delaying the debut of its car until the Le Mans on 13 June.

The WEC's technical regulations take a different approach to other series (see panel, opposite), but like F1, it's also about the human competition between the drivers. Last year, that competition was won by Davidson (along with his Toyota team-mate Sebastien Buemi), but the former BAR Honda F1 driver admits past achievements are quickly forgotten

in this very fast-moving world. "To have number one on the car feels great," he says. "Winning the 2014 title meant a lot – any world championship is special and it was definitely the highlight of my career so far. But it's now time to focus on replicating last year and aiming to go as well as possible at Le Mans."

The big 24-hour win remains elusive for both Davidson and Toyota, despite numerous attempts in the past. "It's one of those races that has to come to you," he explains. "You can't go there with a plan to win; it just goes your way or it doesn't. That means the fastest car doesn't always win, though, while winning the championship shows you were the best driver crew and had the fastest car over the whole season – you can't fluke your way to the title."

For Jarvis, running the full season for Audi as opposed to just Le Mans and the warm-up race at Spa has changed his approach massively. "Normally at this time of year I'm still looking ahead to Spa and Le Mans, but racing from the off at Silverstone lets me gel with my team-mates much better," he says.

"We're very aware now that every race counts. Whereas in the past a poor run at Spa didn't matter, because Le Mans was the target, now we're going to Silverstone knowing that we have to score points and remain consistent

throughout the year, while also aiming to win races." And although in the past a driver of Jarvis' calibre may have been disappointed not to make it to F1, the WEC is now a very desirable career path.

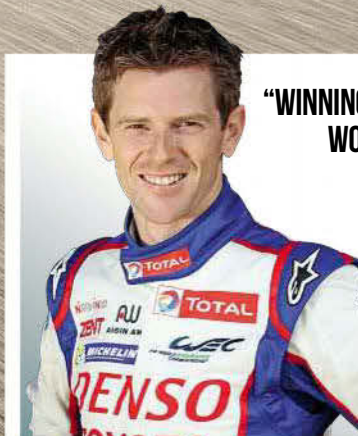
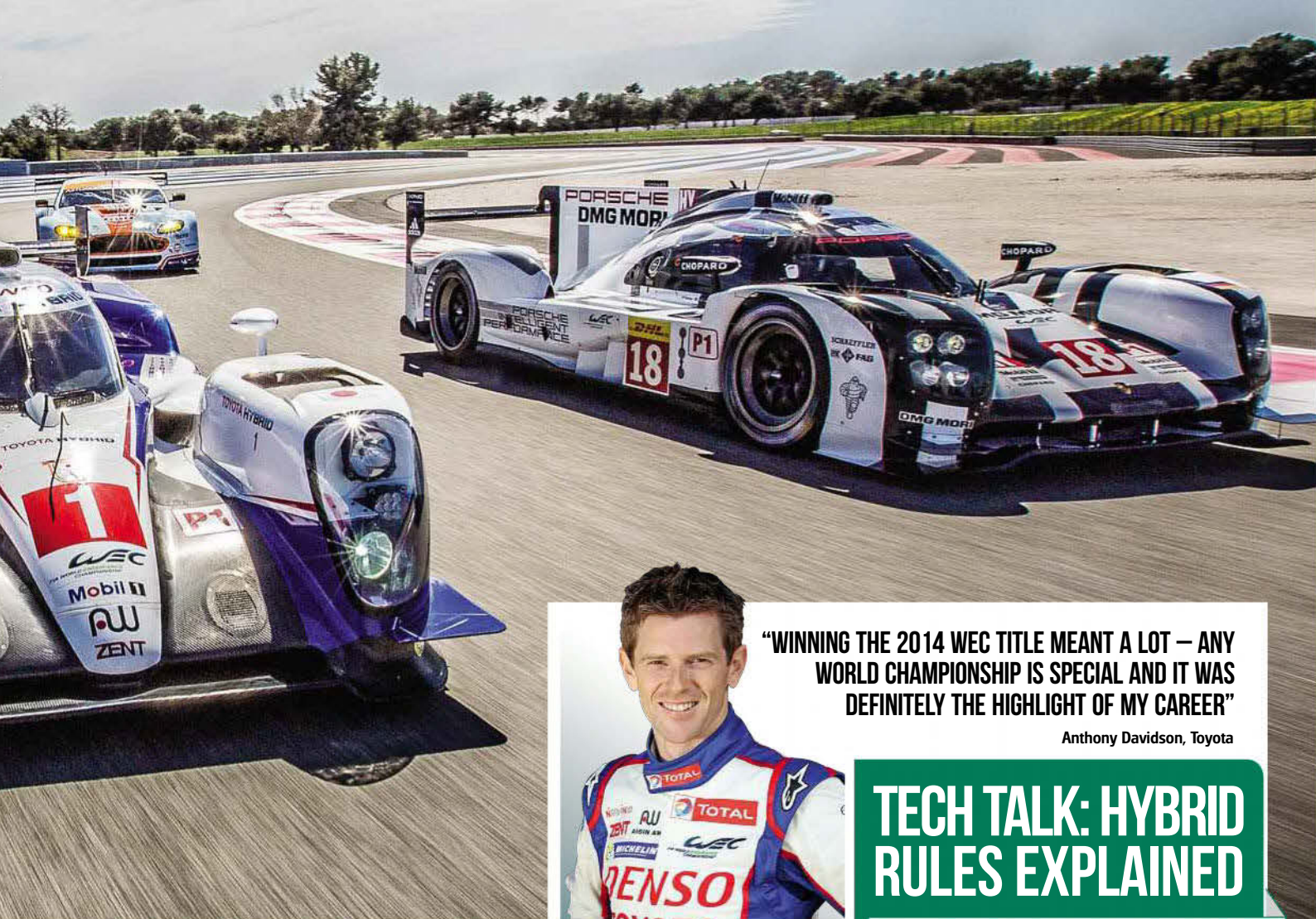
"F1 right now is going through a very tough period," he adds, "so I think the WEC has definitely come along at the right time. The fans are embracing it and it's growing in popularity. Even over the last three years I've noticed much more interest around than at the start."

Young New Zealander Brendon Hartley is typical of this new breed of drivers who are treating



Rising British star James Calado (right) will be in the thick of the GT-class battle for Ferrari





“WINNING THE 2014 WEC TITLE MEANT A LOT – ANY WORLD CHAMPIONSHIP IS SPECIAL AND IT WAS DEFINITELY THE HIGHLIGHT OF MY CAREER”

Anthony Davidson, Toyota

TECH TALK: HYBRID RULES EXPLAINED



LE MANS Prototype 1 (LMP1) is the top class in the World Endurance Championship. Privateer teams entered in this class can run a petrol or diesel engine without energy recovery systems or hybrid technology, but the manufacturers must use either petrol hybrid or diesel hybrid power.

Unlike many other series, the WEC has no rules specifying the capacity of the engine, the number and arrangement of the cylinders or the use of turbocharging. Instead, WEC technology is all about fuel capacity, fuel flow and hybrid power. The diversity allowed by this has attracted many car makers looking to explore hybrid solutions.

Manufacturers choose one of four hybrid power categories, measured in megajoules (MJ): 2, 4, 6 or 8MJ. This is the total amount of energy released by the hybrid system on a lap of the Le Mans track.

To ensure the performance of all LMP1 runners is roughly equivalent, cars running with less hybrid power are allowed a faster fuel-flow rate, and vice versa, while petrol cars are allowed a larger fuel tank than diesels to make up for the fact that diesel is more energy-efficient.

For 2015, Audi is running a turbodiesel V6 with 4MJ of hybrid power, Toyota a naturally aspirated petrol V8 with 6MJ and Porsche a turbocharged petrol V4 with the maximum 8MJ hybrid output. Nissan will use a V6 petrol turbo, but hasn't yet nominated which hybrid class it'll be running in.



Strakka Racing fields all-Brit line-up of (from left) Danny Watts, Nick Leventis and Jonny Kane

Le Mans and the WEC as a career, rather than a second choice after F1. He was on the podium for Porsche three times in 2014 and will be looking to challenge for wins this season. “It’s looking really good – we were around four seconds a lap up on last year around the Paul Ricard circuit in testing,” he tells us.

“Every manufacturer has made big developments over the winter and we’re excited to get to Silverstone after such a long break.” Porsche is running the maximum 8MJ hybrid output in its 919 racer this year, but Hartley reckons the

“EVERY MANUFACTURER HAS MADE BIG DEVELOPMENTS OVER THE WINTER – WE’RE EXCITED FOR SILVERSTONE”

Brendon Hartley, Porsche

winter has all been about incremental improvements of the car. “How we drive the car hasn’t changed much, which just highlights how we’ve stuck with the same concept and evolved it.”

Outside the LMP1 class, British squad Strakka Racing is returning after a year out, fielding its all-new Dome S103 car with an all-British driver line-up of Jonny Kane, Danny Watts and Nick Leventis.

And in GT, Brits Darren Turner, Alex MacDowall and Stuart Hall will be in action for Aston Martin, while rising star James Calado lines up for Ferrari.

After Silverstone, the WEC heads to Spa in Belgium on 2 May. This is traditionally the warm-up for Le Mans, before the big race itself.

Following a summer break, the series travels to the Nürburgring in Germany, Austin in the US, Fuji in Japan and Shanghai in China before the Bahrain season finale at the end of November.

“WEC HAS COME ALONG AT THE RIGHT TIME. THE FANS ARE REALLY EMBRACING IT”

Oliver Jarvis, Audi



Mercedes feels Ferrari pressure



Stephen Errity

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AE FERRARI is hoping to maintain the momentum of its Malaysian Grand Prix win as the Formula One grid heads to Shanghai, China, this weekend for the third round of the championship.

Pre-season favourite Mercedes was left surprised by the pace of Sebastian Vettel's Ferrari at Sepang, with boss Toto Wolff describing it as "a wake-up call".

He added: "We were beaten fair and square by Ferrari and Sebastian, who did a great job, and I'm not sure we could match their long-run pace at any point. We were always a bit sceptical about our own advantage and believed that we had to keep sharp and keep developing in order not to be caught."

Vettel's team-mate Kimi Raikkonen emphasised Ferrari's speed in Malaysia by finishing fourth despite having to make an early unscheduled pitstop.

"After the puncture we had damage to the floor, and that was really the

■ Vettel win a "wake-up call" for reigning champ ■ Williams fears being left behind by leaders

CHASE IS ON Mercedes is feeling the pressure ahead of Chinese race following Vettel's Malaysia victory



"We were beaten fair and square by Ferrari and Sebastian, who did a great job, and I'm not sure we could match their long-run pace"

Toto Wolff Mercedes team boss (left)



Hamilton (far left) and Rosberg (far right) had no answer for Ferrari in Sepang

maximum I could do," said the Finn. "It was a good result for the team."

Ferrari team boss Maurizio Arrivabene is remaining cautious heading to China, however, saying: "Now we've got to remain realistic, keep our feet on the ground and our concentration at a high level, because Mercedes is still a formidable threat."

Arrivabene had said he'd be happy if the team took just two wins over the course of this season, and with lower temperatures expected in Shanghai compared to Sepang, the advantage could yet swing back to Mercedes.

Williams' duo of Valtteri Bottas and Felipe Massa finished fifth and sixth

in Malaysia – a minute behind Ferrari and Mercedes – and performance chief Rob Smedley admits the team has some work to do if it's to remain one of F1's front-runners this year.

"We just have to keep pushing on and make sure we're developing at a faster rate than [the others]," he said.

"There's currently a pace deficit to both Mercedes and Ferrari and we have to work hard to improve that. At the same time, we also need to look at our tyre management."

The full Chinese Grand Prix will be broadcast live on Sky Sports at 7am on Sunday morning, while highlights will be shown on BBC in the afternoon.

ELMS revs up for Silverstone start

THE 2015 European Le Mans Series gets going at Silverstone, Northants, this Saturday, supporting Sunday's World Endurance Championship (WEC) season-opener at the same circuit.

The five-round European series starts with a four-hour race on Silverstone's full Grand Prix circuit and there's plenty of British interest throughout the field.

In the top prototype class, British squad Jota Sport has been boosted by the return of 2014 star Harry Tincknell.

The 23-year-old was announced as a Nissan factory driver earlier this year, but can now race for Jota again as Nissan's debut has been delayed.

Tincknell joins team owner Simon Dolan and on-loan Audi factory driver Filipe Albuquerque in Jota's Nissan-engined Gibson 015S prototype. Tincknell's fellow British driver

FULL HOUSE

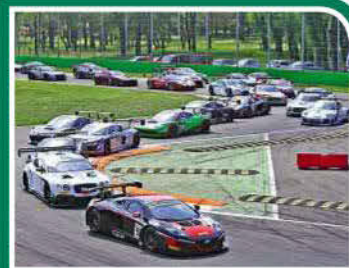
Saturday sees 31-car ELMS grid on Silverstone's Grand Prix circuit for the four-hour season-opener



Michael Lyons has moved up from GTs to the prototype ranks for 2015. The talented youngster joins Irish team Murphy Prototypes alongside rapid Frenchman Nathaniel Berthon

and the South African veteran racer Mark Patterson.

Finally, the highly experienced Johnny Mowlem has secured a seat in the Greaves Motorsport entry.



MONZA KICK-OFF FOR BLANCPAIN ENDURANCE

THERE'S a 56-car grid expected for the Blancpain Endurance Series opener in Monza, Italy, this Sunday.

The GT championship now has a number of top single-seater stars in its ranks, including former Sauber and Caterham F1 tester Robin Frijns.

The Monza round will also mark the first competitive outing for the new Audi R8 LMS GT3 racer, which is being run by customer team WRT.



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AE THE Society of Motor Manufacturers and Traders (SMMT) has its heart in the right place. But the “voice of the motor industry” needs a more balanced and realistic approach to driverless cars.

It's so ecstatic about the prospect of them that I'm viewing its figures with extreme caution, if not deep suspicion. Furthermore, some of its opinions relating to Britain's role in the global driverless vehicle industry seem very ambitious.

First, the numbers. The SMMT's latest published stats say 731,000 people are employed across the UK automotive business. But thanks to the possible arrival of driverless/autonomous models, that figure will rocket by almost 50 per cent to over one million by 2030. I'm deeply sceptical. Nobody knows how many, if any, consumers actually want driverless modes of transport.

Another prediction by SMMT and its researcher KPMG forecasts that 15 years from now “these new vehicles will give a £51 billion annual boost to the UK economy”. Such a colossal “boost” for our traditional motor industry, which currently turns over under £60 billion a year, is, again, extremely optimistic. Guesswork?

Even less convincing is the claim “the UK has a unique opportunity to lead the way in developing the connected and driverless cars of tomorrow”. Really? Britain is one of several countries trying to grab a slice of the driverless action. That makes it a mere contender, and not nearly as strong as the likes of Japan, Germany and America which are way ahead of us in terms of designing, building and testing cars that drive themselves.

Toyota and Honda put me in their autonomous cars a quarter of a century ago. The VW Group did the same a decade or so back. Britain is a follower, not a leader, and certainly not a “unique” player in the driverless car game.

Another painful truth is that the driverless industry is destined to kill more jobs than it creates. Britain's estimated to have around a million full or part-time employees who drive cars, taxis, limos, buses, coaches, vans, trucks and other vehicles for a living. Inevitably, some, most or all of them will be made redundant. Maybe the SMMT can put figures on firstly, the social cost of throwing these drivers on the scrapheap and secondly, the price of paying them long-term unemployment benefits.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

A painful truth is that the driverless car industry is destined to kill more jobs than it creates in Britain

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